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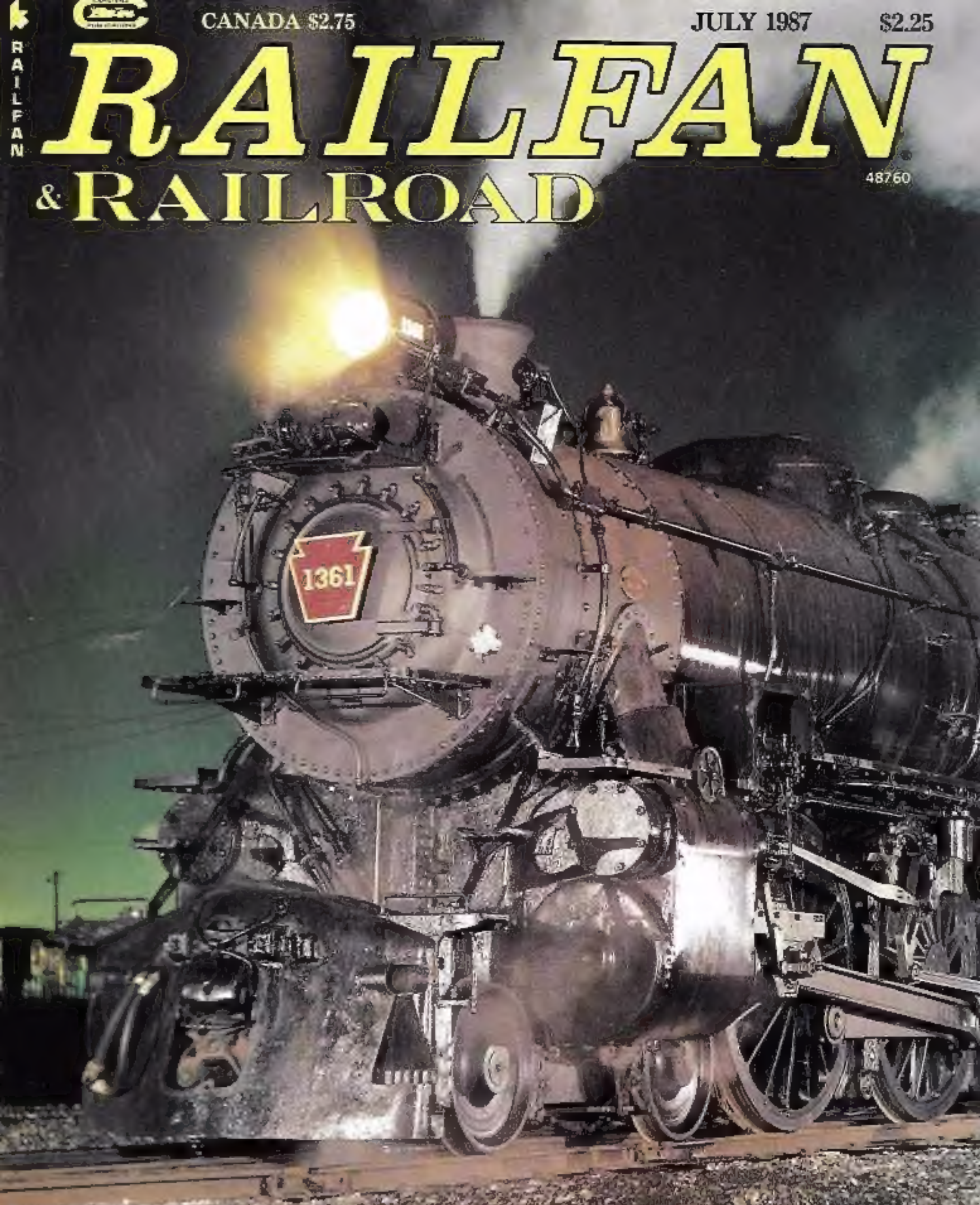

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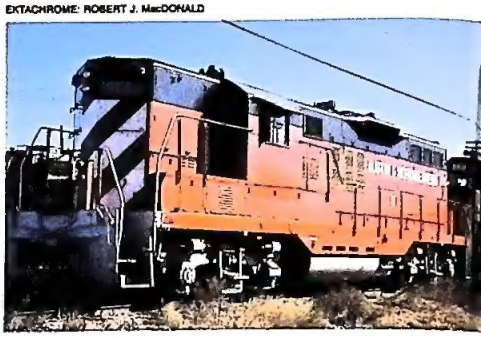
Altoona's K4 under steam!

ALSO: AT&SF Abo Canyon • NYS&W Heritage

KODACHROME: KEN HOUGHTON

THE GREEN MOUNTAIN Railroad has applied its Rutland-inspired green and yellow paint scheme to ex-Burlington Northern (nee-NP) GP9 1849, shown (left) at North Walpole, N.H., on February 10, 1987. This has to be one of the classiest Geeps anywhere. The GMRC also has three RS1s available for service. Freights operate weekdays to either Ludlow or Rutland, going to work at North Walpole at 9:00 a.m. Passenger service begins June 20 with runs to Chester.

EKTACHROME: ROBERT J. MacDONALD



AUSTIN & NORTHWESTERN is operating 135 miles of the former-SP line between Giddings and Marble Falls, Texas, which serves Austin. Number 11, shown on January 11, 1987, is one of five ex-D&RGW GP9s on the A&NW along with ex-Great Western (nee-UP) GP9 272.

Railnews

KODACHROME: THOMAS R. SAVIO

SACRAMENTO opened the first 9½ miles of its "RT Metro" system on March 12, 1987. The Duwag U2 cars are shown at 10th and O on March 17. See page 26.

KODACHROME: GARY R. ZUTERS

SON OF CLEBURNE'S BALDWIN? Canadian National SW1200RSM 7301, at St. Jerome, Que., on September 13, 1986, is the result of combining components of an SW1200RS and a GP9. See page 30 for the recipe.

KODACHROME: H. CARTER SIEGLING

TAMPER'S P811S Track Renewal System, which replaces rails and ties simultaneously, is propelled between job sites by this ex-Southern SD45, shown on SR at Cayce, S.C., on March 3, 1987, en route to the Burlington Northern. See page 32.

KODACHROME: JOHN SOBOTKA

METRO-NORTH Commuter Railway recently had three RDCs rebuilt at Chrome Locomotive in Silvis, Ill., for service on the former-Erie between Suffern and Port Jervis, N.Y. Rebuilt RDC1 No.43 is shown here at Port Jervis on March 28, 1987. See page 30 for details.

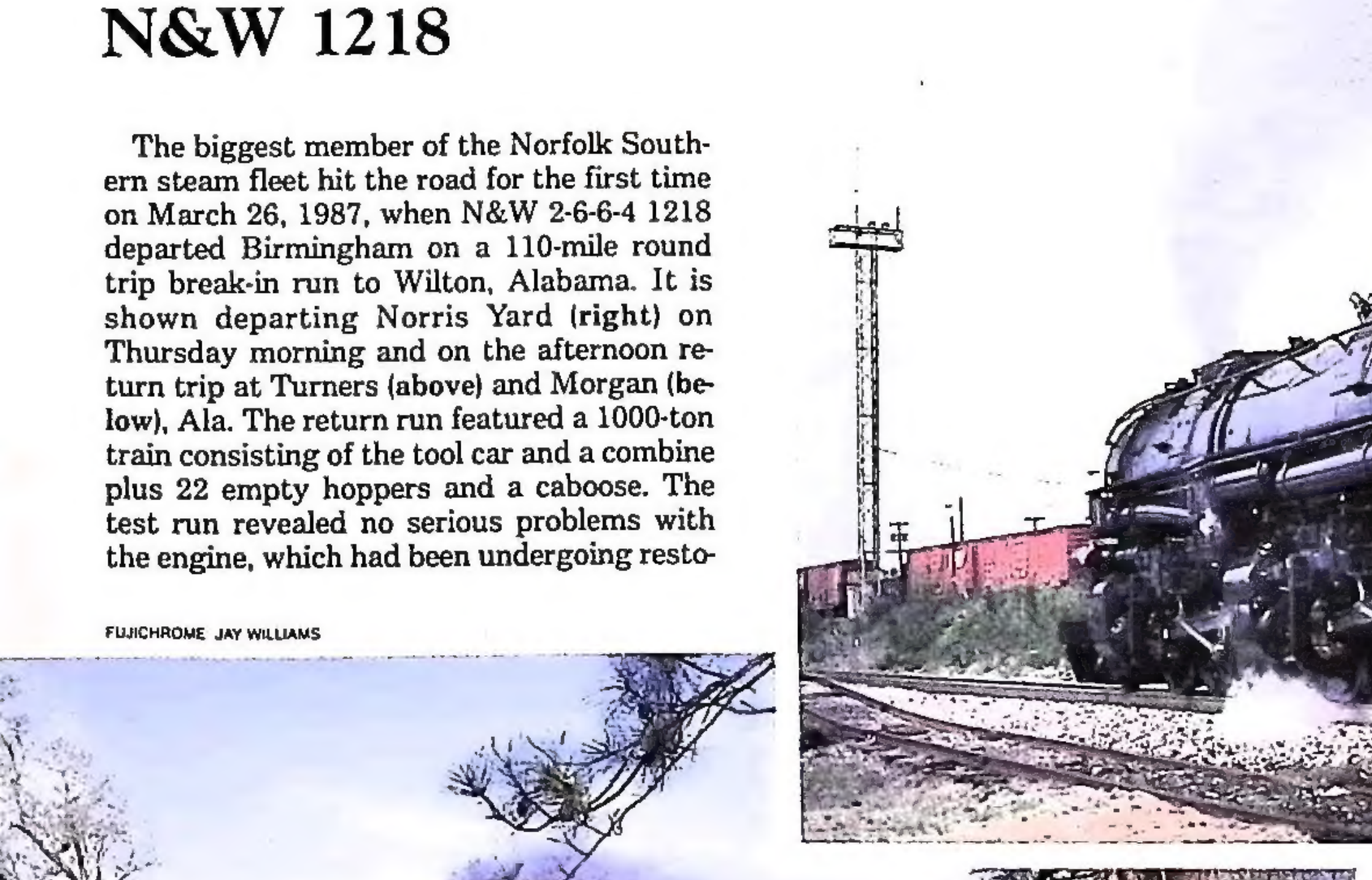
FUJICHROME, JAY WILLIAMS

KODACHROME JAY WILLIAMS

N&W 1218

The biggest member of the Norfolk Southern steam fleet hit the road for the first time on March 26, 1987, when N&W 2-6-6-4 1218 departed Birmingham on a 110-mile round trip break-in run to Wilton, Alabama. It is shown departing Norris Yard (**right**) on Thursday morning and on the afternoon return trip at Turners (**above**) and Morgan (**below**), Ala. The return run featured a 1000-ton train consisting of the tool car and a combine plus 22 empty hoppers and a caboose. The test run revealed no serious problems with the engine, which had been undergoing resto-

FUJICHROME JAY WILLIAMS



ration by the NS Steam Department in the Birmingham Norris Shop since being removed from the Roanoke Transportation Museum on May 10, 1985.

The 1218 departed Birmingham on April 21 on a ferry move for its debut public excursions out of Roanoke on April 25. In spite of an early delay with a troublesome right side No.1 side rod bearing, the 1218 arrived in Roanoke right on schedule and put on two spectacular days of running to Bluefield on Saturday and to Lynchburg and Walton on Sunday (see page 33).

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From the Publisher's desk:
In which we go monthly

Beginning with the October 1987 issue, RAILFAN & RAILROAD will be published on a monthly rather than a bi-monthly schedule. The September issue will arrive at its normal time, but single copy buyers will want to check their favorite hobby shop or newsstand when the October issue is due.

Subscribers will, of course, receive the total number of copies for which they have subscribed. Our subscription department computer will convert your expiration date to reflect the new publishing schedule.

To keep ol' Boyd from spending the rest of his life chained to the desk, we've brought in an associate editor, Mike Del Vecchio, to help keep things running smoothly. Both Mike and Jim are going to be using the couple of months before the schedule gear-up to get a start on clearing out the backlog of material that has built up in the R&R office and establish an efficient system to get incoming material acknowledged and/or returned.

Starting this month, you'll also be seeing more color photos in every issue. The color we were able to include in the big seasonal issues will now be standard every month. (We're tempted to make some snide comment about *real* locomotives being painted black, so who needs color anyway.)

We've long prided ourselves on the quality of our color selection and reproduction. Muddy, dark or off-color reproduction can result from cheap separations, which we just don't use. Although occasionally a transparency will be used that isn't of optimum quality because it is rare, we generally try to use only top quality chromes.

We're excited about our new frequency because the railroad field has so much to tell. We do miss the great old railroads which have disappeared, but exciting things are happening on the main lines, short lines and preservation enterprises. Railroad museums are becoming more important with their increasing awareness of preserving in operational form such power as the K4 and vintage diesels. The stack-pack trains that follow NYS&W SD45s through our back yard didn't even exist a few years ago when the bankruptcy judge was recommending that the Susquehanna's property be liquidated. The tradition of intelligent reporting of the contemporary railroad scene has been part of RAILFAN & RAILROAD's heritage since it began—and that is where we will continue to keep our emphasis. But the contemporary news features will not double when we double the number of magazines we produce every year. The additional issues will permit us to add a little more vintage material along with the "hot news" stuff, like the NYO&W and L&NE photos in our continuing coverage of the Susquehanna in this issue.

Beginning with October, you won't have to chew gum to "double your pleasure."

Hal

TRAIN

RAILFAN & RAILROAD

July 1987/vol.6 no.10

RAILROAD / founded 1906 / vol.109 no.5

Features

34 **Before the stack trains**/Jim Boyd
42 **Altoona's K4 under steam!**/Dan Cupper
46 **Action at Abo**/Mike Martin

Departments

2 **Railnews**/news in color
5 **Fanmail**/letters from readers
9 **Timetable**/events
14 **Camera Bag**/VCR Basics-I
16 **We'd like you to meet . . .** /Mike Del Vecchio
17 **Railroadiana**/product news and reviews
24 **Videos**/videotape reviews
26 **Transit Currents**/George M. Smerk
30 **Railnews**/news in detail
60 **Markers**/editorial commentary
62 **Switch List**/classified advertising
65 **Advertising Index**/the railfan marketplace

Cover

The last moments of an incredible weekend. After its first road trip (to Bellefonte, Pa., and back on April 12, 1987), K4 1361 is about to be put away for the night. Enginemen Bill Gardner, Jack Wheelihan and "Johnny" from Long Island stretch their already-long day an extra 45 minutes to permit a group of railfans the opportunity for night photos. It is the rain and not the hospitality that cuts the session short, but not before we capture the timeless image of a live K4 at rest—Don Wood, we wish you could have stayed long enough Sunday to have joined us. The vapor lights of the Altoona Shop gave a symbolic "Brunswick green" cast to the sky, and no keystone ever gleamed more proudly (please ignore that spot of peeling graphite on smokebox cheek). As the rain intensified, we gave the highball to the Conrail utility conductor, and Bill Gardner (retired a few years ago from EMD, wrapping up a railroad career that began over 40 years ago at East Altoona Roundhouse) eased out the throttle and moved the 1361 into the shop. Dan Cupper details the 1361's restoration beginning on page 42. The photo is a 2¼-square Kodachrome 64, shot by Jim Boyd with a Rollei.

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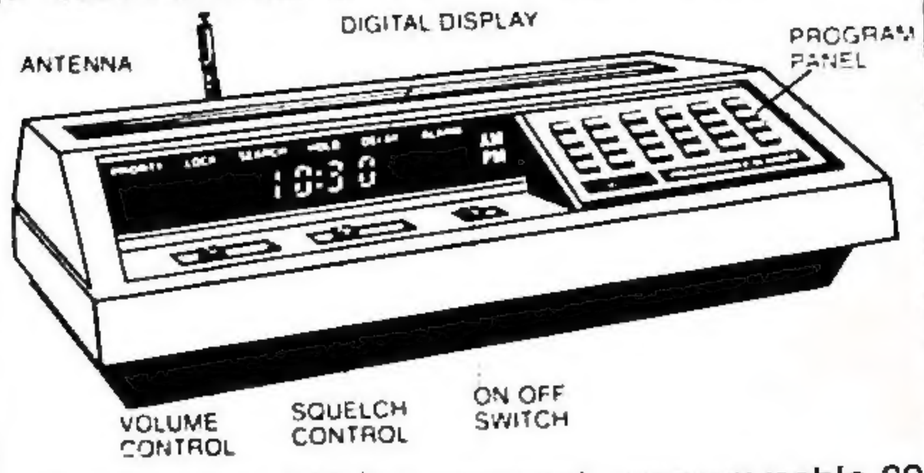

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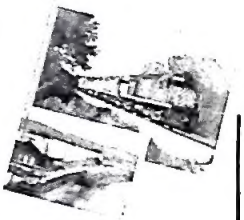

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Fanmail

Railroad safety

A long lens, well back from the right-of-way has a lot to recommend it. The following is an excerpt from a bulletin issued at the C&NW's Chicago piggyback terminal:

"On March 6, 1987, train APLAH departed Global One with car APLX 4565. In the top position of A platform was container APCU 100025, an empty flatbed. By the time the train had reached Dekalb, Ill., an unsecured chain had worked its way off the container, and with the train traveling at 70 m.p.h. the chain wrapped around a utility pole and tore it down. Fortunately, the train did not derail nor was anyone injured. Imagine that chain whipping around as the train passed through Oak Park, Burkeley and Elmhurst commuter stations with passengers on the platform."

The notice then went on to detail specific procedures for securing loose chains on the stack cars and stressed the importance of safe operation of their trains. The lesson is an important one for railfans who often stand near fast-moving trains in their quest for photos. Experienced fans will usually move away from the track after getting their photo and will try to avoid getting "trapped" close to the track next to a building, bridge, fill or other obstruction. There is nothing macho about standing close to a moving train. As railroaders all understand, it's just plain stupid. If you must remain close to the track, face the oncoming cars so that you can see any potential hazard such as a dragging chain or strap. The decapitation you prevent could be your own!

JIM NEUBAUER
Chicago, Ill.

BN's Alliance Line

Readers of the fine Charles Bohi article, "The Alliance Line" (March 1987 R&R) might like to know that this route was, at one time, contemplated by Burlington Northern as a route for ACE 3000-8 locomotives.

The route used in BN's detailed 1981-'82 cost study, involving a proposed initial fleet of ACE engines, was Alliance-Powder River area-Alliance, with all purpose servicing at Alliance. Subsequent route expansions, presumably, would have looked toward the Alliance-Lincoln line. Put some ACE locomotives, then, into Bohi's photos on page 38 and one can conjure up "what might have been."

By the way, for some time I've noticed that your little loco cab logo in RAILNEWS is the front (or back) of an ACE 3000. I guess I should know, since I designed it, along with all of the ACE cab-and-hood layout, compartment interiors, servicing and access provisions, together with the Dash-4 and Dash-8 wheel arrangements and four-cylinder balanced reciprocating drive.

WILLIAM L. WITHUHN
Curator of Transportation
Smithsonian Institution
Washington, D.C.

⇐ *Right you are. That artwork is the cab of an ACE 3000*—J.B.

Snowtime Safari

I really enjoyed Karl Zimmeramann's "Snowtime Safari." I did nearly the same trip in December 1986, except via Windsor to Toronto, then his trip in reverse. However, EMD has replaced MLW on the Cochrane-Senneterre-Montreal train (the crews said they "seldom" see the FPA4s anymore.) Also, only one coach and one baggage car made the trip from Cochrane to Senneterre. The rest of the train was switched at Senneterre.

TIM STUY
Budd Lake, N.J.

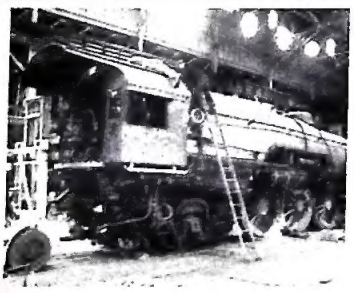
I especially enjoyed Karl Zimmermann's "Snowtime Safari," a fine piece of writing and apropos pix. He always comes out with good stuff, whether it be a book or a magazine piece. I could shiver in his cold and get sleepy in the sack.

The only thing I ever object to in your

MARK I VIDEO PRESENTS

K-4! RESTORATION AND OPERATION

RAILFAN VIDEO CLASSICS - VOL.9



PRR CLASS K-4s 4-6-2 1361

In 1985, famed PRR Class K-4s 4-6-2 1361 was removed from display on Horseshoe Curve and taken to Conrail's Altoona, Pa car shop for restoration. This hour-long program documents 1361's overhaul and return to service. You'll see her taken off the Curve, and visit the Altoona shops for exclusive behind-the-scenes coverage of the rebuilding. Then, witness the first roll-out, fire-up, and initial moves under steam. Dramatic scenes of 1361's inaugural run from Altoona to Bellefonte, highlighted by lengthy side-by-side pacing sequences (in the rain and in gorgeous sunlight), complete our video tribute to a Proud Pacific!

NEW RAILFAN VIDEO CLASSICS RELEASES

VOL. 7 -**BLUE MOUNTAIN ODYSSEY** - Blue Mountain & Reading 4-6-2 425 is featured in 1986 exursion service. You'll see the Aug. ferry run from Reading to Hoboken, NJ, and ride the Hob. - Pt. Jervis fantrips (with 2 M&E Alco diesels). Next up is the second Rdg. - Hob. ferry move in Sept. with restored PRR E-8 and RDG GP-30 diesels, the Hob. - Rutherford trips, Hoboken Festival activities, and the return run to Rdg. with two separate trains. Our coverage concludes with the Oct. Railfan weekend. Cab ride, pacing, night video, and trackside action aplenty!

VOL. 11 - **MOSTLY PACING!** -Here's a one-hour video presenting side-by-side pacing sequences of famous steam locomotives. Included in the cast are: UP 4-8-4 844 (90mph pace with *California Zephyr*), RDG 4-8-4 2101 on Chessie Specials, RDG 4-8-4 2124 in Rambles Service, CN 4-8-4 6167, NKP 2-8-4 765, CP 4-6-4 2839, PRR 4-6-2 1361, C&NW 4-6-0 1385, the original *John Bull*, and more! (Film and video footage).

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magazine is the lack of the oldtime proofreading where the proofreader knew his or her spelling—today's high school and college folk don't give a hoot about spelling. I notice it because I wrote and edited manuals for the Navy on such things as range and height finders, IFF Test equipment and the like for many years, being an electrical engineer by profession. One thing I always enjoyed was Lucius Beebe's prose—he never failed to spring a word or two on me that I had to look up in the dictionary to see what it meant.

CHARLES E. GARDINER
Bayside, N.Y.

More GP30s

The GP30 color spread in the March issue was as good as anything that has appeared in the magazine in a long time. I should think that each photographer must be very proud of their own slides, particularly that CP gem. Once, back in 1978, I came upon a northbound UP drag laboring through Collinston, Utah, with a pure A-B-B-A set of cab and cabless GP30s, all of them clean. This was pretty rare as the UP always lashed up whatever was available and in no particular order. Slides of this kind, (and like your own "Q" cover shot), are what keep us adding to our collections and reviewing them often. SD60s may be state of the art, but I doubt that we will ever look at them in the same light as we do F7s or GP30s.

DOUG HARROP
Morgan, Utah

I hate to complain too much, but my favorite railroad, Kansas City Southern, was almost overlooked again. Perhaps the two small black and white photos are all you have.

KCS's fleet of GP30s is being used on locals on the L&A (Alexandria and New Orleans areas) and on the KCS around Lake Charles, La., and Heavener, Ok. They are no longer used on through trains.

GERALD A. HOOK
Sales Manager
Kansas City Southern Lines
Baton Rouge, La.

I am quite disappointed with the GP30 photos in the January and March '87 issues. While Mr. Cuisinier's article was very informative, I am unhappy in the almost total lack of photo coverage of the GP30s purchased by the B&O Railroad. One head-on black and white photo in the March issue doesn't seem fitting for the railroad that pur-

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chased the second largest group of this model. It would have been nice to see the rest of the paint schemes that the units originally carried or even to see how the later blue scheme appeared. Mr. Boyd, you mention the B&O GP30s you saw on a recent trip—did you take any photos? I think an additional photo of a B&O GP30 would have been more appropriate than photos of six Southern, three Seaboard or three Conrail GP30s. CSX doesn't need any help burying the B&O. I think this time your balance was a little off.

CHARLES ROGERS
Glen Burnie, Md.

⊂ *The most frustrating aspect of that whole GP30 feature was all the great photos we weren't able to use. Only one C&NW . . . only one CGW . . . not even a single Penn Central. There is the potential here for a fine softcover photo book, but we simply couldn't get every variation of every road into the article*—J.B.

Historic confusion?

January's FROM THE PUBLISHER'S DESK reflects on old paint schemes. Generally, I am very favorably impressed by these "throw back" paint schemes and appreciate the photos of this type carried on your photo pages. However, there is no question but that they will eventually lead to trouble.

Today we know the whole story, but historians 100 and 200 years in the future will run across photos of these "authentic repaint" units and assume that they are photos of the original units. As your column mentioned, sooner or later someone will repaint a BL2 in Southern Pacific colors and some future historian will therefore insist that the SP operated at least one BL2 because he has a photo of it.

Eventually, some historian in the year 2100 will find a photograph of an *Electroliner* on the Elgin & Belvidere right-of-way at Union, Ill., and thereby conclude that it proves the E&B was operational until 1941 when the *Electroliner* went into operation.

LARRY PLACHNO
Editor/Publisher
National Bus Trader, Inc.
Polo, Ill.

⊂ *The only flaw in Mr. Plachno's logic is the very extensive documentation that today's conversions receive. Our future historian would have to be quite a jerk to be able to recognize the E&B right-of-way and not know about the Illinois Railway Museum. I plan on saving my issues of* R&R, Extra 2200 South, Trains *and even* National Bus Trader *for the next 200 years, don't you?*—J.B. ⊂

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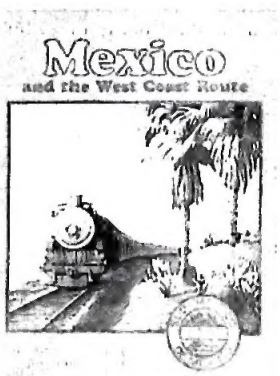

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Timetable

Listings in this column are published without charge and are run on a space-available basis at editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for March issue.

RAILFAN EVENTS

NORFOLK SOUTHERN, 1987 Excursion Season. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is N&W streamlined Class J 4-8-4, 1218 is N&W Class A 2-6-6-4, 152 is L&N light 4-6-2 from Kentucky Railway Museum, and "diesels" are SR green and gold FP7s or other diesel power.

June 6, 1218 Charlotte, N.C.-Spartanburg, S.C., and return (PCCN); **June 6,** 152 Bristol-Walton, Va., and return (WTC); **June 7,** 152 Johnson City, Tenn.-Natural Tunnel, Va., and return, diesels only Bulls Gap to Natural Tunnel (WTC); **June 7,** 1218 Charlotte-Greensboro, N.C., with diesel return (PCCN); **June 13,** 1218 Greensboro-Roanoke, Va., 1218 one way via Lynchburg, diesel return via Altavista (GCN); **June 13,** 152 Knoxville-Asheville, N.C., one way (MSS); **June 14,** 152 Asheville-Old Fort and return in the morning, Asheville-Knoxville one way in the afternoon (MSS); **June 26,** 611 Detroit-Chicago one way (BWC); **June 27,** 611 Chicago-Ft. Wayne round trip (CNRH); **June 28,** 611 Chicago-Detroit one way (BWC).

July 10, 152 Huntingburg-Evansville, Ind., and return (MCH); **July 11,** 152 Huntingburg-Louisville, Ky., and return (MCH); **July 11-12,** 611 Detroit-Ft. Wayne and return each day (BWC); **July 18,** 611 Cincinnati-Portsmouth, Oh., with diesel return (CRC); **July 18,** 1218 Alexandria-Charlottesville, Va., circle trip FP7s down via RF&P/C&O, and 1218 return via SR (WACN); **July 19 and 25,** 1218 Alexandria-Front Royal and return each day (WACN); **July 26,** 1218 Alexandria-Charlottesville, 1218 down, FP7 return (WACN); **July 29-August 2,** 611, 1218 and diesels in Roanoke, Va., area for NRHS National Convention (RCN).

August 8, 1218 Kenova, W.Va.-Columbus, Oh., and return (CPHC); **August 8,** 611 Charlotte, N.C.,-Atlanta, Ga., one way (DP); **August 9,** diesels Atlanta-Charlotte one way (DP);

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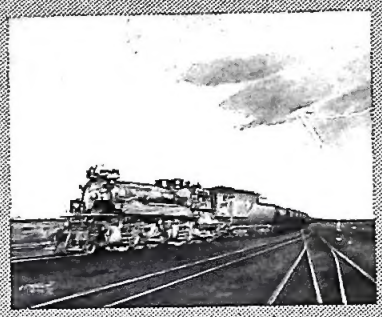

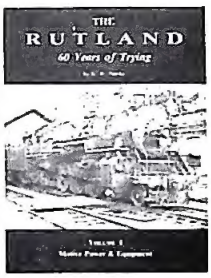

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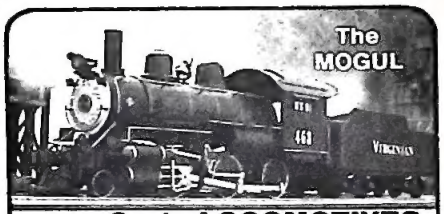

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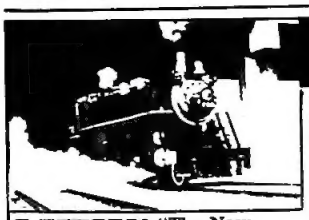

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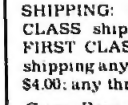

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August 15, 1218 Toledo-Columbus, Oh., and return (MRC); **August 16,** 1218 Bellevue-Columbus and return (MRC).

September 12-13, 1218 Cincinnati-Danville, Ky., and return each day (CRC); **September 19-20,** 1218 Lexington, Ky.-Chattanooga, two-day round trip (BGM); **September 26,** diesels Huntsville, Al.,-Chattanooga and return (NARM).

October 10, FP7s Hagerstown, Md.-Luray, Va., and return (WC); **October 17-18,** 1218 Chattanooga-Crossville, Tenn., and return each day (TVRM); **October 17-18,** FP7s Roanoke-Abingdon, Va., and return each day (RCN); **October 24-25,** diesels Chattanooga-Crossville and return each day (TVRM); **October 24,** FP7s Asheville-Hickory, N.C., and return (ASHV); **October 25,** FP7s Asheville-Bull's Gap, Tenn., and return (ASHV).

October 31 and November 8, 1218 Atlanta-Toccoa, Ga., and return each day (ACN); **November 1 and 7,** 1218 Atlanta-Chattanooga and return each day (ACN); **November 14, 15, 21 and 22,** 1218 Jacksonville, Fla.-Valdosta, Ga., and return each day (NFC).

The sponsoring organizations are: (ACN) Atlanta Chapter NRHS, P.O. Box 81592, Atlanta, GA 30366; (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (BGM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (PCCN) Piedmont Carolinas Chapter NRHS, 3741 Larkston Drive, Charlotte, NC 28226; (WTC) Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605; (GCN) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (MSS)National Multiple Sclerosis Society, Suburban Office Plaza, Suite 109, 301 Gallaher View Road, Knoxville, TN 39919; (BWC) Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068; (CNRH) Chicago Chapter NRHS, 5246 S. Newland, Chicago, IL 60638; (MCH) Mayor's Committee of Huntingburg, Mayor Dale Helmrich, Huntingburg, IN 47542; (CRC) Cincinnati Railroad Club, P.O. Box 15157, Cincinnati, OH 45250-0157; (WACN) Washington Area Chapters NRHS and Chesapeake RRE, P.O. Box 456, Laurel, MD 20707; (CPHC) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; (DP) Discovery Place/Science Museums of Charlotte, 301 N. Tryon St., Charlotte, NC 28202; (NARM) North Alabama R.R. Museum, P.O. Box 4163, Huntsville, AL 35815; (MRC) Mad River & NKP RR Society, P.O. Box 42, Bellevue, OH 44811; (WC) Winchester Chapter NRHS, 29 Whites Place, Winchester, VA 22601; (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Co., 640 Merrimon Ave., Asheville, NC 28804; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245-6493.

MEMPHIS, TENNESSEE, May 31-June 14. Johnny Cash's "Freedom Train" honoring Viet Nam veterans and POWs will be a private train operating with CSX F-units and cars from the Memphis Transportation Museum. Concerts en route are planned for: Memphis, Birmingham, Atlanta, Knoxville, Louisville, Cincinnati, Charleston (W.Va.), Pittsburgh, Washington and Baltimore. Consult local news media for schedule details.

BELLOWS FALLS, VERMONT, June 13-14. Green Mountain Railroad's First Annual "Railfan's Weekend" with multiple Alco and EMD motive power lashups on freight and passenger consists. Runbys, rare mileage and Saturday night photo session. Pair of RS1s on trip over entire GMRC on Sunday. Fares: Saturday $20, Sunday $30, Two-day ticket $40. Send SSAE for complete info on events and lodging: GMRC Railfan's Weekend, P.O. Box 498, Bellows Falls, VT 05101.

DENVER, COLORADO, June 13-21 and June 21-29. Two "Colorado Rails" nine-day tours include Colorado Railroad Museum; Georgetown Loop; Amtrak CZ; bus to Leadville and Tennessee Pass; C&TS; D&SNG; bus to Gunnison, Montrose and Cripple Creek; and Pikes Peak Cog Railway. $885 per person, double occupancy; add $175 for single occupancy lodging. Contact: Overland Chapter NRHS, 1412 Twelfth St., Moline, IL 61265.

ALTOONA, PENNSYLVANIA, June 18-21. "The American Railrod Conference: Technology, Operations and Culture," presented by Altoona Campus/Penn State. Activity oriented conference on railroading including site visits to Conrail's Juniata Locomotive Shops, Sam Rea Car Shops and Railroaders Memorial Museum. Other site visits currently being arranged. Nationally known rail technology speakers and visual presentations. Accommodations and meals included in fee (options available). Deadline for registration June 1. Contact: Altoona Campus/Penn State, 111 Smith Building, Altoona, PA 16601-3760; 814/946-4321, ext. 57.

DETROIT, MICHIGAN, June 18-29. Unusual 12-day rare-mileage Canadian rail adventure to Labrador to enjoy the wilderness sights and mixed trains of the Quebec, North Shore & Labrador. For information send large SSAE to: "Labrador Pioneer," Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296.

BOSTON, MASSACHUSETTS, June 21. Special 90 mile excursion to Cape Ann on B&M Rockport Branch. Lunch at Gloucester House and cruise aboard the Dixie Belle. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, 617/361-4445.

LINDEN, INDIANA, June 27. "Linden Rail Fest" will feature equipment displays; operating model railroad displays; arts, crafts and railroadiana; food and entertainment. Rail Fest is a fund-raising activity for the preservation of the Linden duplex station which served the old Monon and Nickel Plate lines. Linden is 15 miles south of Lafayette on U.S. 231 and ten miles north of I74 at Crawfordsville. Contact: Mark Eutsler, Historic Linden Inc., Box 61, Linden, IN 47955; 317/339-4896.

READING, PENNSYLVANIA, June 26-28 "Railfan Weekend" on Blue Mountain & Reading with special trains and consists. Night photo session Friday evening. Steam power: BM&R 4-6-2 425 and Reading 4-8-4 2102. Diesel power: PRR E8s, Reading GP30 and C630 and more. Contact: Blue Mountain & Reading, P.O. Box 307, Shoemakersville, PA 19555; 215/562-4083

SOUTH ELGIN, ILLINOIS, June 27 "Electric Railroad Fair '87." Fox River Valley Trolley Museum day of special operations with all available stock in heavy action schedule to ride and photograph. South Elgin Jaycees Community Picnic provides food, beverages, live bands and carnival rides for kids. 11am-6pm. Contact: Electric Railroad Fair '87, Fox River Trolley Museum, P.O. Box 315, South Elgin, IL 60177.

UNION, ILLINOIS, Illinois Railway Museum special events for 1987. Contact: Illinois Railway Museum, P.O. box 431, Union, IL 60180, 815/923-2488 or 312/262-2266.

July 3, CA&E Day; **July 4,** Trolley Pageant; **July 19,** Diesel Weekend; **August 1-9,** Steam Week; **August 10-15,** Historic Diesel Weekend; **September 5-7,** Railfan Weekend, includes Jim Boyd night photo session; **September 26-27,** Members Weekend.

BOSTON, MASSACHUSETTS, July 3-19. Canadian Rockies rail tour using Amtrak and VIA with tours and stopovers at Toronto, Winnipeg, Banff, Jasper and the Saskatchewan River crossing at the Columbia Ice Fields. Contact (SSAE, please): Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486.

BARABOO, WISCONSIN, July 7-8. Circus train with open flat cars carrying colorful circus wagons will run from Circus World Museum to Milwaukee via C&NW with 4-6-0 1385. Baraboo to Janesville on July 7, Janesville to lake shore line and Milwaukee on July 8. Great Circus Parade in Milwaukee on July 12.

CINCINNATI, OHIO, July 8-12. C&O Historical Society Annual Convention at Sheraton Hotel, Springdale at I-275. Members only, but memberships available $15 plus convention fees. Contact: Charles W. Ford, 445 Shadowlawn Ave., Dayton, OH 45419; 513/296-0872.

HOBOKEN, NEW JERSEY, August 15. New York Harbor cruise on chartered vessel. View from the water rail facilities and operations including NYS&W container terminal and New York Cross Harbor car floats. See Statue of Liberty. Tickets $25 before July 1, $25 after. Departs Hoboken 9am. Contact: Tri-State Railway Historical Society, P.O. Box 2243, Clifton, NJ 07015-2243.

DETROIT, MICHIGAN, September 11-12. The "Yes! Michigan 150 Train" will operate each day from Detroit to the Marshall Michigan Historic Home Tour in conjunction with Michigan's Sesquicentennial observance. Passenger stops in Dearborn and Ann Arbor. Send LSSAE to: Marshall Special, Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296.

VANCOUVER, BRITISH COLUMBIA, September 13-19. Seven day railfan special Budd car tour of the entire British Columbia Railway. Over 2400 miles on the only railroad that operates steam, diesel and electrics—all of which you will see, fully escorted. $475 includes charter train, hotels and most meals. Contact: West Coast Railway Association, P.O. Box 2790, Vancouver, BC V4M 2B5.

NORTH CONWAY, NEW HAMPSHIRE, September 19. Railfan Day at Conway Scenic Railroad with double-headers.

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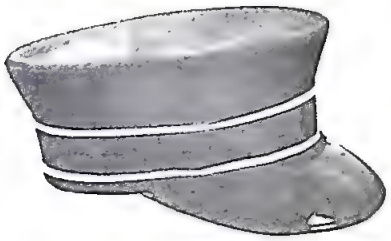

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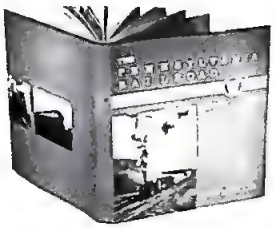

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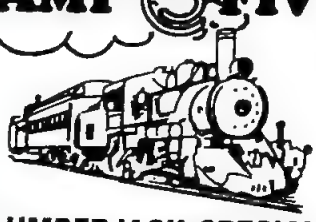

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DENVER, COLORADO, October 3. Union Pacific 4-8-4 8444 to run Denver to Laramie and return with extremely limited capacity. Numerous excellent photo runbys. This is 8444's only public trip of 1987. Fare $185, children under 12 $175. Send SSAE for trip folder to: Intermountain Chapter NRHS, UP Steam Excursion, P.O. Box 5181, Terminal Annex, Denver, CO 80217.

INTERNATIONAL TOURS

OVERLAND CHAPTER NRHS. International railfan tours scheduled for 1987: "British Rails," 20 days beginning July 1 to include main lines, branch lines and preservation lines plus main line steam. "Austrian Rails," 17 days beginning September 18 to celebrate 150 years of railroading in Austria including 9 standard and narrow gauge steam trips. Contact: Overland Chapter NRHS, 1412 Twelfth Street, Moline, IL 61265.

AUSTRIA, August 21-September 1. Twelve-day tour of Austria with special chartered train using museum steam and electric power, overnighting in Castle Hotels. Five side trips on narrow gauge steam lines. Seats in photographers' stand for Vienna Railway Parade and steam excursion to Marshegg. All meals included. Lufthansa flight permits independent return. $2107 per person, double occupancy. Contact: Overseas Railway Tours, Helft World Ltd., 8027 Leesburg Pike, Vienna, VA 22180; 703/356-8186.

NEW ZEALAND, November-December. New Zealand Rail Fans Tour departs Christchurch on November 21 and finishes in Auckland on December 5 with transportation by rail, bus and ferry. Steam specials include 4-8-2, 4-6-2 and Rogers 1879 2-4-2. Price is $1235, double occupancy; $1620 single. Optional excursion November 17-21 to west coast of South Island. For color brochure contact: New Zealand Tourist & Publicity Office, 630 Fifth Ave., New York, NY 10111; 212/586-0060.

RAILROADIANA MEETS

TOY TRAIN COLLECTORS SOCIETY will hold Train Show, Sale & Swap Meets at the following locations and dates:

Canandaigua, N.Y., June 14 at Community College of the Finger Lakes, 11am-4pm. Contact: Wayne Smith, 1360 E. Palmyra-Port Gibson Road, Palmyra, NY 14522; 315/331-1651.

TAPPAN/ORANGETOWN, NEW YORK, June 7. Orangetown Train Meet & Picnic, rain or shine, at the German Masonic Fairgrounds on Western Highway, 9am-4pm. Adults $3.50, kids under 12 free with adult. Contact: Allan F. Seebach, Jr., 104 Oak St, Orangeburg, NY 10962; after 6pm 914/365-1473.

MANCHESTER, CONNECTICUT, June 13. Silk City Model Railroad Club Spring Show & Tag Sale. 10am-4pm. Free admission. Contact: Bob Bell, New England Hobby Supply, 71 Hillard St., Manchester, CT 06040; 203/646-0610.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7543 Main Street, Sykesville, MD 21784; 301/795-7447.

Monroeville, Pennsylvania, July 11-12, Pittsburgh Expo Mart.

Wayne, New Jersey, August 1-2, William Paterson College.

Philadelphia, Pennsylvania, August 15-16, Philadelphia Civic Center.

CHARLOTTE, NORTH CAROLINA, June 20. Piedmont Carolina Model Train & Hobby Meet at the Heritage U.S.A.; I77 south to Exit 90. 9am-3pm. Admission $2.50, kids under 12 free. Contact: David Summerford, Route 1 Box 1, Pinerville, NC 28134; 704-377-2582 or 704/588-0147.

GOLDEN, COLORADO, July 11-12. 11th Annual "Mile High Railfair" sponsored by the Intermountain Chapter NRHS at the Jefferson County Fairgrounds, 15200 W. 6th Avenue, 10am-6pm Saturday and 10am-5pm Sunday. Exhibitors, movies, models, railroadiana and door prizes. Donation: Adults $2, kids under 12 $1, seniors $1.50.

KIRKWOOD/ST. LOUIS, MISSOURI, August 8. Railroadiana Show & Sale hosted by the Illinois Central Historical Society at the Best Western Viking Lodge, I-44 Exit 278, south on Lindberg (Hwy.67) at Watson Road (Hwy.366). Admission free. Models and railroadiana from all railroads. Contact (SSAE, please): Dave Fraser, 205 Sundown Trail, Jackson, MS 39212.

GALESBURG, ILLINOIS, August 8. Railroadiana Show & Sale held in conjunction with the annual convention of the National Association of Timetable Collectors. All types of railroadiana; not a model railroad show. Jumer's Continental Inn, I-74 Exit 48 at East Main Street, 9am-3:30pm. Contact (large SSAE, please): Kent Hannah, P.O. Box 1182, Galesburg, IL 61402; 309/343-4019.

ATLANTA, GEORGIA, August 15. Southeastern Railroadiana Collectors 10th Annual Model Train Show & Sale at the Georgia International Convention and Trade Center, south of Atlanta Airport. 9am-4pm. Admission $3.00, kids under 12 free. Tables $20.00. Contact: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

ATLANTIC CITY, NEW JERSEY, August 22. Patcong Valley Society of Model Railroaders 6th Annual "Gamblers Special" Train Meet, Show & Sale. All gauges, operating displays and layouts at the Lions Blind Center, 300 Albany Avenue. 10am-4pm. Admission $2.00, under 12 free. Tables $12.00 in advance. Contact: Tom Brennan, 1534 Woodlynne Boulevard, Linwood, NJ 08821.

TEMPLE, TEXAS, September 19-20. Centra-Mod presents the Texas Train Festival at the Frank Mayborn Convention Center. Saturday 10am-6pm, Sunday Noon-6pm. Adults $2.50, children 6-12 $1, under 6 free. Contact: Pat Winters, P.O. Box 2453, Temple, TX 76501.

WATERBURY, CONNECTICUT, October 4. Crosby High School Senior Class Train & Railroadiana Show at the Crosby High School, 300 Pierpont Road. 10am-5pm. Admission $2.00, kids under 12 free. Contact: Brenda Wooding, 165 Meriden Ave, Southington, CT 06489; 203/628-8912.

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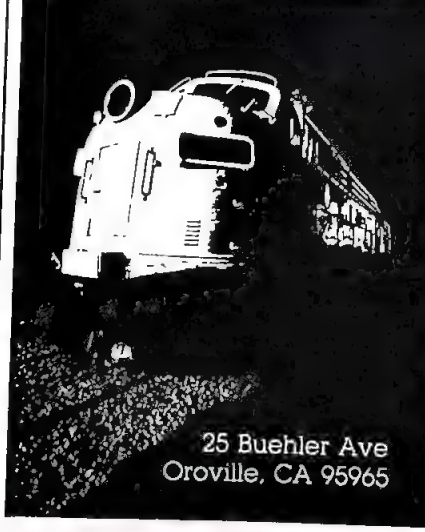

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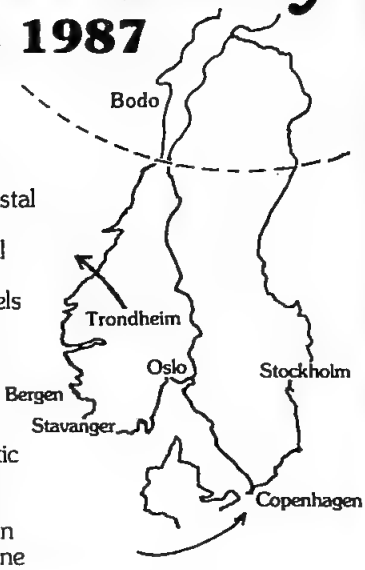

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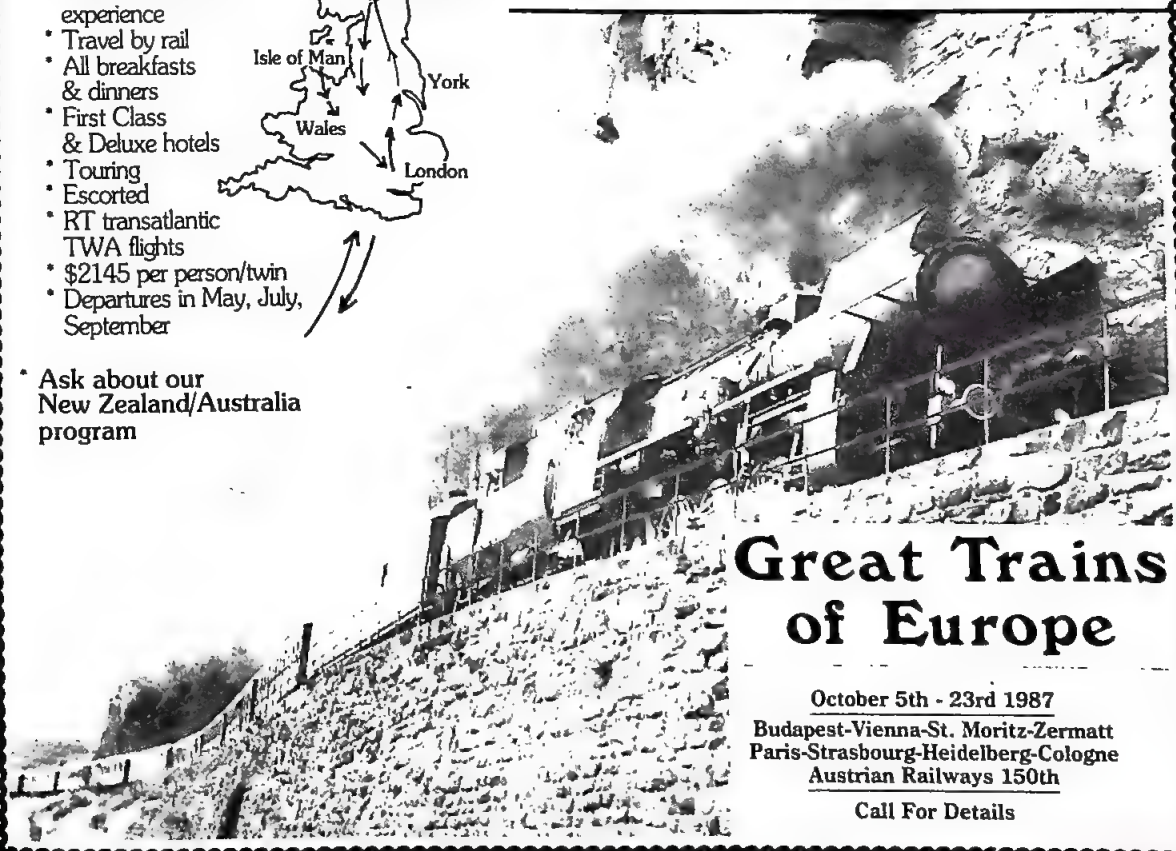

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Camera Bag

BY JIM BOYD

VCR Basics—I

GUEST COLUMNIST: MIKE DEL VECCHIO

The VCR, Video Cassette Recorder, is rapidly becoming as important to railfanning as the camera and scanner. The ability to buy, rent or borrow a videotape of a given subject is getting more popular, and the possibility now exists of viewing movies and films in your own home that formerly would only have been seen at chapter meetings or friendly get-togethers. Many of you probably already have a VCR by now, and others may be planning to get a second or replace their old one. Videotape player/recorders have been around for some time, and as with most new technologies, the first ones were rather large and could only be afforded by the TV stations. Even then, the advantages of storing video information on magnetic tape were immediately realized, and it wasn't long before video reached the home market.

VCRs have come a long way since they first landed in the living room, and the lists of features can get confusing. Since VCRs are of interest to the entire family in addition to our railfan applications, let's discuss some aspects of selecting and purchasing a VCR.

The first decision that one must make in buying a VCR is choosing either the VHS or Beta format. These are two different and non-compatible systems that accomplish essentially the same thing and are of roughly similar quality. Many technicians feel that the Beta format actually gives a slightly better picture, but because Sony held the patent, other manufacturers were forced to use VHS. As a result, VHS has become the far more common and numerically superior system, with Beta generally the odd-man-out in most areas. This varies regionally. On the West Coast Beta is still quite popular, although it is becoming rather rare on the East Coast (many video rental shops will no longer stock Beta titles in the Northeast). Check around among your friends and local stores to see what is most popular in your particular area. If you don't get a consensus, in this country you can't go wrong by going VHS.

A commonly misunderstood concept is the difference between "cable ready" and "cable compatable." Quite a bit of this country has a hard time getting a good television picture with a rooftop antenna. For this reason, many suburban areas have subscription TV, or "cable TV," eliminating the need for an outside antenna with its boosters, rotors and guy wires. The idea caught on big, and an industry was born. As well as providing the standard channels (2-13) most cable companies offer several UHF channels (14-83) and the ever-popular "pay" or "premium" channels like Home Box Office (HBO). The cable companies recieve these channels via a large antenna somewhere and sell that great reception to you. In the process, the UHF and premium channels are converted to "mid-band" (unused band space around channels 12 and 13) and transmitted to your home with the VHF. A "cable compatable" VCR will recieve the mid-band channels. "Cable ready" simply means that the hook-up behind your VCR will accept the standard cable TV F-type connector, but it does not guarantee that the machine will be able to decipher the available cable channels. Many older machines did not. Ask your salesperson specifically, "Does it have a cable compatable tuner?" or "Is it cable compatable?" This way he will know exactly what you are asking. If buying a new

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VCR, you want cable compatible, not just cable ready.

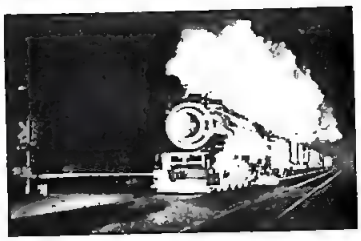
If you do not have a cable compatible VCR, a device called a "cable TV block converter" is available, generally for less than $40. This little gadget takes the mid-band channels and converts them to UHF, allowing the cable channels to be seen on the UHF dial. Keep in mind that some premium channels are "scrambled." A cable compatible VCR will recieved the signal, but a scrambled signal will play as a distorted image. Most cable companies provide a "decoder" and "selector box" for viewing these channels. By connecting the output of the decoder to the VHF input of the VCR, you can watch and record the premium channels. However, by doing this, the channels must be changed manually and it is no longer possible to watch one channel while recording another.

Most VCRs do not come "pretuned" to cable channels, you will have to read the instructions and tune them in yourself ("VHF high" range). This brings us to a small problem. There may be as many as 40 channels available, and most VCRs have only twelve "presets," usually already tuned to channels 2-13. Any "preset" can be tuned to any channel. Most people tune in their favorite dozen channels, and that's all they need. By using the presets, you keep the capability of programming channel changes for recording when you are away and retain the ability to view one channel while recording another. You can still get all the available cable channels with this set-up, but you will have to manually select on the cable "box" those channels you don't have on a preset. If you need more than twelve, there are digitaly tuned VCRs available with 99 presets. (If that's not enough, you don't have time for railfanning, anyhow, and should be reading video magazines.) These machines usually come with other features and average $100 more in price. Incidentaly, advertising pitches that boast "110-channel capability" actually mean that each of the presets can be tuned to any one of the 110 channels—but you may still be getting only twelve presets.

"Hi-Fi" and "Stereo" are excatly that. Stereo has two separate channels for sound, and the hi-fi has enhanced audio. It is possible to have hi-fi and not have stereo. Basically, both have audio circuits with sound quality equal to a home stereo. While there are stereo television sets and component systems that feature separate VCRs, video monitors and audio playback equipment, the most common and economical way to get "stereo TV" connect your cable or antenna through a stereo VCR and direct its audio output into your home stereo system. (This can be done with a non-stereo VCR, as well, which gives much-improved sound over the typical built-in TV set speakers; you just won't get stereo separation.)

The ability to play the sound through your home stereo adds a new dimension to watching television. I can't wait until someone videotapes the N&W A in full stereo. Non-stereo tapes can be played in stereo machines with no problem.

"HQ circuitry," which you may see advertised, is a feature where the video signal is digitally processed and improved. The magic number is 25%, but "HQ" was announced and made available too quickly for any standards to be set. Some machines don't quite come that high, but most of the major manufacturers are pretty close. The actual im-



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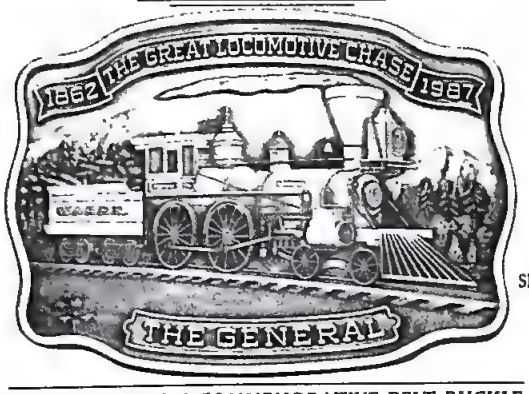

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provement is relatively hard to see or measure, and most salespersons won't know the percentages. If you're buying a new VCR, HQ is worth the price.

We will pick up this topic again in a future CAMERA BAG.

We'd like you to meet...

Michael J. Del Vecchio

In March 1987, "Mike" Del Vecchio joined Carstens Publications as associate editor of RAILFAN & RAILROAD. Born in Dover, New Jersey, in 1960, he has an electronics background, having successfully completed the advanced course at the Morris County Vocational Technical School and two years at the County College of Morris—while simultaneously holding a job as a counterman for a local electronic repair supply house. Leaving CCM with electronic engineering knowledge and the "gift of gab," he went into industrial sales, selling everything from electronic components to sub-assemblies and computer hardware. Immediately prior to joining Carstens, Mike owned and operated a wholesale and retail electronics business in Dover.

Mike's mother claims that almost from the time he could talk, there was a fasination with wheels and motion, always favoring model trains. When he was 14, a Kodak Instamatic showed up for Christmas, and his grandmother got him started on his first scrapbook. Amateurishly photographing the Nickel Plate 2-8-4 759 trips through Dover in the early 1970s and the *Freedom Train* in 1976 got him hooked on steam locomotives.

His photographic interests got serious in 1977 when he acquired a used Minolta 35mm SLR. With camera in hand and a newly aquired drivers license, weekends were spent shooting pictures of scenery from mountaintops, football games, drag races and sunsets—and the local transportation systems, whose rich history includes the DL&W, CNJ, Morris Canal, mine railroads and even today's Morristown & Erie. Other favorite subjects were and still are concerts and stage shows using existing light.

Mike is involved with several historical groups and is very active with the Tri-State Chapter NRHS, where he is serving his second term as a director and assists with their

Block Line news magazine. He is also active at the Connecticut Valley Railroad Museum in Essex, Conn., being one of a dozen contributors to the purchase of ex-New Haven RS3 529 from Amtrak. Mike likes to model in both HO and O scales, with his favorite road being the Lackawanna. Most of Mike's railfanning has been concentrated in the Northeast with the M&E, Conrail, Guilford, Amtrak and, of course, the Susquehanna. Occasional trips to the West Coast and Southeast, however, have kept his outlook from becoming hopelessly provincial.

Mike also enjoys camping and music. Since high school he has been playing the guitar. In 1981 a good friend with a progressive rock band needed a bass player in a hurry, so he picked up the bass and has been with it ever since. He learned their repitoire and stayed with them in his spare time for about five years. During that time he had studied jazz and classical music and has worked in the recording studio "on both sides of the glass." While keeping in touch with the recording industry, he spent the next three years of weekends and evenings in a "cover band" playing popular music in many North Jersey clubs. Today music has taken a back seat to railfanning, though he still gets an occasional call from someone needing a stand-in.

Although his work has been seen in the pages of R&R only in the form of a few photos, Mike has had considerable material published in *Railpace*, the Tri-State Chapter's *Block Line* and other local publications. He is a friendly sort who likes to get involved and get others involved.

Mike's initial duties at R&R will inlcude handling the RAILROADIANA and VIDEOS columns as well as sorting though the backlog of material that has piled up over the past few years that needs to be filed and/or returned. His friendly enthusiasm will help keep R&R moving along on its new monthly schedule. He admits, though, that it still hasn't "sunk in yet" that he just got paid for a weekend photographing the K4.

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Our very popular "The Long Island Railroad," by Fred Kramer with photos by John Krause, is now back in print. Carstens C34, it has 96 pages of text and photos of steam and early diesels—including Krause's superb photos of 2-8-0s on freight in the rural areas. This softcover book has excellent reproduction on glossy paper and sells for $14.95.

"Lehigh & Hudson River, Volume 2" (C56), by Ed Christ and John Krause, the companion to Volume 1, is also now in stock. This volume covers the north/east end of the line. Each volume is $8.95, but on all orders from Carstens for Volumes 1 and 2 (C55-C56) together, we will offer a $1.00 discount ($16.90 postpaid for the two books). Each L&HR book ordered from Carstens will be autographed by the authors. If you already have Volume 1, tell us when you order Volume 2 and we will include an autographed book plate to insert into it.

Also now in stock is a revised and expanded version of Phil Hastings' "Grand Trunk Heritage" (C66). This softcover has 16 additional pages and over 20 new photos by Hastings and A.L. Thomas. The quality has been improved with all new halftones, and the book sells for $11.95.

Expected for June is "The Norfolk & Western Famous A and J Class" by William E. Warden. This will be a 64-page softcover depicting these remarkable locomotives over the years, including rare photos of the A's in passenger service. Carstens C65, it will sell for $11.95 postpaid.

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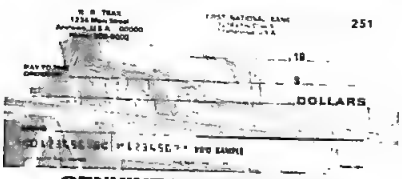

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"Union Pacific—Mainline West," by William Botkin, Victor Hand and Ronald Hill is a sharp little book with color photographs on its yellow covers and snappy black & white photos within its 80 pages. Including a foreword by UP Chairman Andrew L. Lewis, Jr., the book is like its namesake railroad in presenting an unrelenting parade of big power from E-units to Centennials and turbines to (are you ready for this?) SD40-2s. It is a nice package at $11.95 and is available from Colorado Railroad Museum, P.O. Box 10, Golden, CO 80402.

For western historians, a revised edition of "Denver's Railroads—The Story of Union Station and the Railroads of Denver" by Kenton Forrest and Charles Albi is now available. This 8½"×11" hardcover has 272 pages with over 300 photos, 20 detailed maps and seven color plates. It tells the full story of Union Station from its construction to present day railroading and is full of details and interesting stories from employees, passengers, etc. It sells for $29.95 and is also available from the Colorado Railroad Museum.

Steam Expo in Vancouver was a big happening of 1986, and Adolf and Okan Hungry Wolf have published a photographic record of it in a 50-page 8½"×11" softcover book "Canadian Railway Scenes No. 3." It has many fine black & white photos of Expo itself and the related steam moves, as well as coverage of the *Trans-Canada Limited* display train moving in from Cranbrook. Also included are vintage CNR and CPR steam-era views. It sells for $9.95 from: Good Medicine Books, Box 844, Skookumchuck, B.C., Canada V0B 2E0.

Five truly impressive full color posters of VIA Rail scenes have been produced by JBC Visuals. With very good color reproduction, these huge 20"×30" posters each depict a scene with a VIA passenger train. Probably of highest railfan interest would be the *Chaleur* and *Atlantic*, both of which feature FPA4s in rural scenes, while the *Canadian* features the dome obs and train stretched out in a mountain scene, and the *Super Continental* has its FP9 silhouetted against a sunset. The only vertical image of the set presents the *Evangeline* with an RDC car on a trestle. All the photos are framed with a modest white border and gray matte with a handsome gold name banner at the bottom. The posters sell for $22.50 per set or $5.25 each postpaid from JBC Visuals, Box 1644,, Station M, Halifax, Nova Scotia B3J 2Z1. JBC also has an extensive line of Canadian rail postcards (steam, diesel and electric subjects), with the complete set of 159 cards going for $25 postpaid. Or you can pick and choose from their free illustrated catalog. Rounding out JBC's Canadian Railroad Trilogy (with apologies to Gordon Lightfoot) is the new book *Rails Across Canada*, prepared for VIA Rail's celebration of 150 years of Canadian rail travel. The 128-page 9"×12" softcover features color and b&w scenes of Canadian passenger railroading from historic photos to contemporary VIA action. It sells for $26 postpaid.

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outlining the conditions of the street railway industry in the late 1920s, it then describes the need for modern equipment and in an interesting manner goes into the forming of the Presidents Conference Committee. Details of the research and testing of the car are well outlined. The stories of the developement and use of the PCC Car are well told in separate chapters followed by several detailed appendices detailing car and truck orders by builder and operating companies. In addition to the over 340 photographs herein, there are numerous plans and drawings, several on double fold-out pages, with exceptional detail. The extensive use of interesting photos with descriptive captions enhances this work. It is available for $34.95 plus $1.50 postage from Interurban Press, P.O. Box 6444, Glendale, CA 91205.

TROLLEY TALK, VOLUME VIII is a 174-page 8½"×11" perfect-bound compilation of issues 141 through 160 of *Trolley Talk* Magazine published from October 1980 through December 1983. *Trolley Talk* has been published continuously since 1954, and while primarily aimed at the model builder, it is an important source of excellent prototype information on traction equipment and operations.

There are over 320 photographs and numerous car drawings, and photo reproduction is good. A full index is provided. It is available for $14 from *Trolley Talk*, 59 Euclid Ave., Wyoming, OH 45215.

STREET RAILWAYS OF TRENTON by Barker Gummere is an 88-page 8½"×11" softcover detailing the street railway operations in Trenton, New Jersey, from the 1837 opening of the Philadelphia & Trenton Railroad and the initial horsecar operations of the Trenton Horse Railroad in October 1863.

The fruit of the author's long research unfolds in 21 chapters accompanied by 100 photographs from the earliest horsecars through the final opertion of streetcars on December 9, 1934. The photos have been carefully chosen and reproduced with care. Both operational scenes and equipment views are well described with intelligent captions. A detailed car roster with extensive notes is included along with a final disposition table.

Along with a sampling of transfers and tickets, a loose 17"×26" map is included. This is an outstanding feature, printed both sides, expertly drawn with every detail of the extensive city and suburban system. Street layout, steam railroads, carhouse and track special work are carefully illustrated.

This is another outstanding Harold Cox publication which we certainly recommened. Available for $10.00 postpaid from Harold E. Cox, 80 Virginia Terrace, Forty Fort, PA 18704.

WHEN EASTERN MICHIGAN RODE THE RAILS, Book Two, Detroit to Port Huron, Interurbans Special 105 by Jack E. Schramm and William H. Henning. This is a 224-page 8"×11" hardcover about the history of the electric systems and related railways in the Detroit-Port Huron corridor, a rich and varied assortment of equipment and operation. Herein is the well illustrated story of the suburban railroad, steam and later diesel operations. Included also is an extensive chapter on the excursion boats and the Detroit River car ferries, and considerable coverage is given to early motor bus operations in the area. This is a well-rounded volume, profusely illustrated, with more than 350 photographs, well presented and very well reproduced, particularly considering the vintage of many.

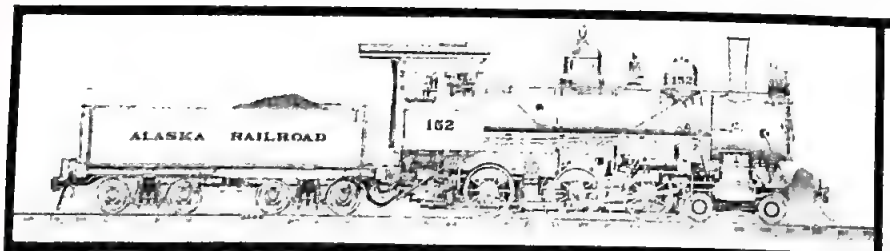
There are over a dozen detailed maps and many reproductions of timetables, brochures, tickets, badges and advertisements. Good attention is given to the equipment with detailed rosters of the cars and buses. A listing of early important dates is followed by a complete index.

This is a good book for all with an interest in traction and transportation history. We will enjoy it again and again and certainly recommend its addition to your library. Available for $39.95 plus $1.50 postage from Interurban Press, P.O. Box 6444, Glendale, CA 91205.

Book Reviews

Steam Steel & Stars: America's Last Steam Railroad, photographs by O. Winston Link with text by Tim Hensley and Thomas H. Garver. Published by Harry N. Abrams, Inc., 100 Fifth Avenue, New York, NY 10011. 144 11⅜"×10⅝" pages, hardcover. $35.00.

The long-awaited O. Winston Link book of night photography on the Norfolk & Western has arrived—and it was worth the wait. In a very stylish and superbly produced book are over 90 of Link's photos of the N&W's ma-



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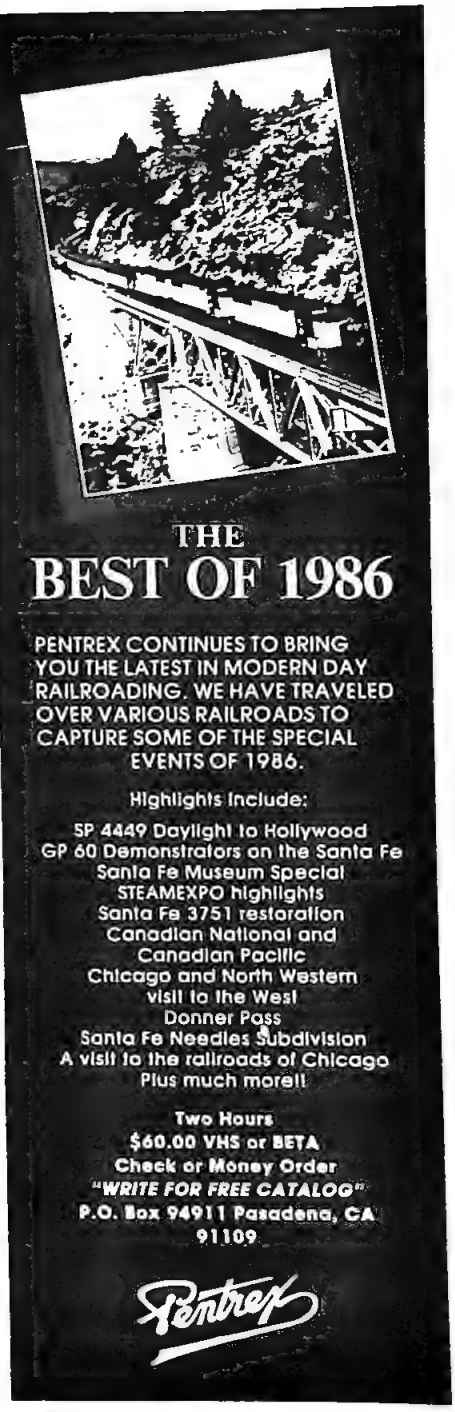
chines and people of the late 1950s. Although probably half of the photos have been published before in various books, for the first time you can get them all together in one place along with a substantial number of previously-unseen subjects. Any veteran railfan will recognize many of the Link "classics," such as the gateman's tower at Luray, the A behind the drive-in theater and Engineer J.R.Harrell at Shaffers Crossing Roundhouse. But in the "new" material there's even a diesel: a B&O E8 with an N&W streamlined 4-8-2 at Shenandoah Junction.

The photo reproduction in this book is simply superb, done in duotone offset by a printer in Milan, Italy. At first glance I nearly paniced when I saw how many of the photos were carried across the "gutter" of the book, with some of them breaking distressingly close to the subject matter. The way the book is bound, however, the pages all open out flat, and the gutter isn't nearly the problem it would be in a magazine or book with a traditional binding. The vast majority of the photos are reproduced quite large, often larger than one page, and the overall effect is impressive.

Some traditionalists may not care for the heavy, bold sans serif type used throughout that gives the book a modern look, but it is likely to appeal to the "coffee table book" market. The photo captions are relatively brief though loaded with the necessary information about the locomotives, trains, settings and people involved—right down to the names of the section man and brakeman kibitzing in the tower. Each of the book's six chapters consists of a narrative by journalist-turned-locomotive-engineer Tim Hensley, who relates Link's work and experiences to the N&W's history and geography. It is unusually accurate for an "art" book and makes interesting reading, combining local color with pure history. The text blocks are followed by photo spreads that relate to the individual chapter themes such as Link's first encounters with the N&W at Waynesboro, the Shenandoah line, the Radford Division, the Pocahontas Division and the Abingdon Branch. There are plenty of A's, J's, Y's and steamlined K's smoking up the night amid the towers, stations and front-porch communities that are almost as gone as the steam engines.

The seventh chapter is an "afterword" by Thomas H. Garver, who assisted Link in 1957 and '58 and is now director of the Madison Art Center in Wisconsin. This is where the crusty, intense, sensitive and humorous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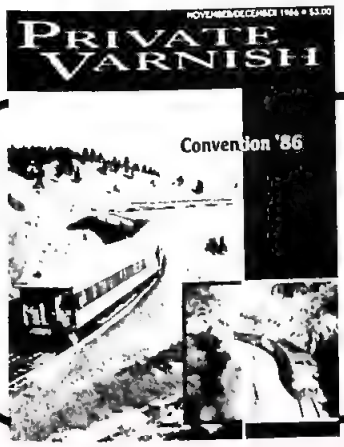

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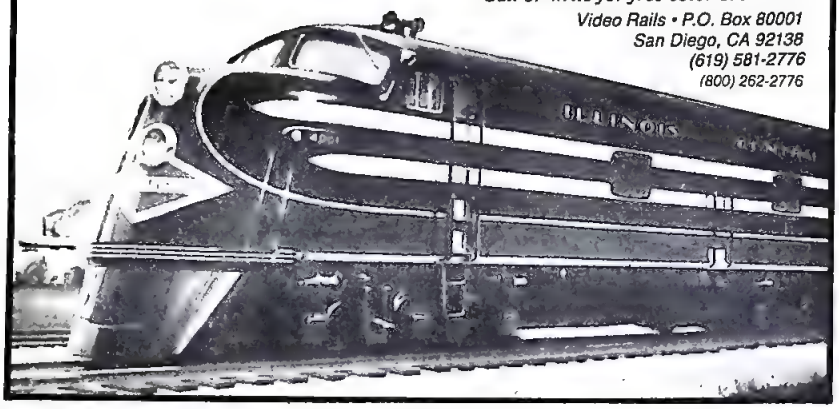

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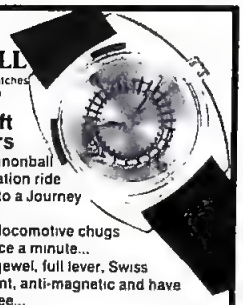

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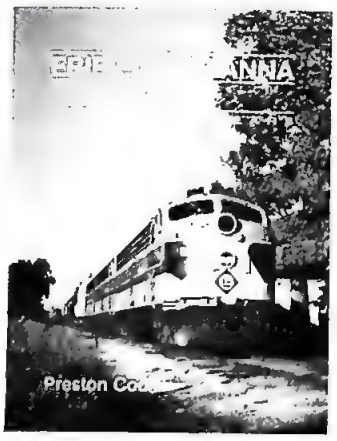

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tory. This book has changed all that.

In one moderately-sized volume, the authors have managed to weave a riveting tale of this little-known operation, from the region's early, bandit-riddled days, through the construction of the various lines and operations up to today's FCP. They have chronicled the line well, beginning with hand-me-down SP steamers, immense sabotage from local Indians and banditos, traffic potential that never really materialized and SP's eventual disinterest and neglect. It is a first-rate story of the men, equipment and politics of two countries.

In addition, the stable of photographs collected for publication is truly a first-rate effort. While many photographers helped round out the fine coverage, special mention should be made of Herb McLaughlin, who managed so many times to go beyond the pleasant "train shot" to preserve dramatically the "feel" of what it was like to be riding, working and otherwise experiencing the SPdeM in its latter steam days.

Another success for the authors is the presentation of the diesel operations of the FCP from its beginning in the 1950s to the present and presumably final state before being swallowed up by the ever-expanding National Railway of Mexico. If a historical book will fail, it will usually be in the portrayal of current diesel operations, which for some reason, always seem so dreadfully staid by comparison to their steam predecessors. Not here, however. Kirchner and Signor have definitely assembled an ensemble of diesel illustrations worthy of the preceding chapters. Included are a wonderful variety of Alcos including the D&H PAs. The photo reproduction is excellent.

This is a fine example of what creative writing, decent research and thoughfully-prepared photo layouts can do to make an obscure subject into a fascinating book—DAVID C. LUSTIG.

Videos

"Streamliners of Yesteryear," by Video Rails, P.O. Box 80001, San Diego, CA 92138; phone 800/262-2776. 30-minute videocassette: VHS or Beta. $39.95.

This impressive video is made from original color film shot in various parts of the country between 1937 and 1948 and gives a good cross section of the streamlined passenger era looking at steam, diesel and interurbans. It starts at the 1939 Worlds Fair with the "Railroads on Parade" pageant. The film did a good job of relating the story the pageant told, outlining the growth of the railroad industry. Besides, when was the last time you saw movies of the *DeWitt Clinton*, the *Best Friend of Charleston* and the *Tom Thumb*—in color! The streamlined steam engines then take the stage. Afterward, the photographer takes you outside the pageant for a look at the other locomotives on display.

Then it's off to the Midwest for a brief look at an IC 2-6-0 on the turntable at Dodgeville, Wisconsin, followed by a parade of various passenger trains including the *Hiawatha* (with its "beaver tail" observation car), the *City of San Fransisco*, the Rock Island *Rockets* with their two-tone red E-units, the Missouri Pacific's *Eagle* and even the *Orange*

Blossom Special in its early Seaboard livery. Some especially rare footage shows the UP's M10004 on the *City of Denver* and some Santa Fe gems including "Bulldogs" on the *Kansas Citian* and A-B-A Erie-builts (their only set) on Raton Pass. There is more.

The tape is narrated by the photographer, and he performs well. The original movies were silent, and the producers did a good job of adding sound: EMDs sound like EMDs, rolling stock doesn't sound like steam engines, etc. The use of old railroad promotional posters and swing era music adds a nice touch when when changing from one subject to another.

As for a recommendation, I think the tape is well worth it. The footage is rare and colorful, the presentation is done in a manner good enough for commercial television, and it really gives someone who wasn't there a good idea of what that Streamline Era was all about—MIKE DEL VECCHIO.

"Ropes and Rails," by Transit Gloria Mundi, Dept. B, 508 Crest Street, Laguna Beach, CA 92651. 45 Minutes, $49.50. Specify VHS/Beta-Video, Dolby B/C-Audio. California residents add sales tax.

This is a well done production on the San Fransisco cable car system that starts out with ancient photos and movie footage of the "old" San Fransisco, before the 1906 earthquake. Sound was added to make these old movies seem alive. After a montage of scenes from throughout the system, set to very pleasing music, the tape then gives a very complete and educational look into the activities of the cable cars taking the veiwer from beginning to end of a day's work. The tape explains the hows and whys of operation including many of the obstacles on the line. There is lots of good action with some steady footage shot from the front pilot of one of the cars. You can really get a feel for the hilly contour of the city. This tape covers all aspects of the cable car operation including maintenance and powerhouse footage.

The naration is informative, and the taping techniques are professional, including computer graphics to illustrate present and previous routes. Editing is very good. A well-prepared little pamphlet includes a map of the present system, a brief tape log and some historical data.

"Mines, Mills and Metro," is a 90-minute tape ($59.50) by Transit Gloria Mundi that covers the dense network of traction activity around Charleroi/La Louviere in Belgium. The Belgiun "Vicinal" still makes use of articulated LRVs and prewar cars on trackage ranging from brand new metro standards to single track rural lines and suburban street trackage. This tape abounds in footage shot from the front pilot and "meets" with other cars—at one point showing 60 on-car passses. Each town and important point on this section of Vicinal is explained thoroughly through narration and the use of computer graphics. The tape was shot over a couple of days and shows the variety of equipment used.

While the San Francisco tape will likely appeal to anyone who has visited or plans to visit the City by the Bay, the Belgium tape is probably more focused toward the dedicated traction fan or international traveler. While the subject is not "railfan mainstream," the quality is excellent. This video also includes a pamphlet with a map of the area and a log of the tape contents—MIKE DEL VECCHIO.

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Transit Currents

Sacramento "R.T. Metro" opens

"We don't want to become another Los Angeles!" was the theme expressed by Congressman Vic Fazio when Sacramento Regional Transit opened its new light rail system, "R.T. Metro," on March 12, 1987. The 9.5-mile "Watt/1-80" route of the 18.3-mile system was opened with several festive ribbon-cutting and banner-busting ceremonies. Nearly 100,000 passengers rode free during the first three days of service.

Proposed 16 years ago in a college term paper by railfan Al Bulf, the concept evolved and became a reality through the work of community and transit groups, particularly the Modern Transit Society, who were intent on curbing freeway development.

The $174 million system should be fully operational this fall. It utilizes 26 Duwag/Siemens U2A articulated cars which draw power from the 750 volt d.c. catenary. The modern stations are unusually attractive and reminiscent of early-California architecture. Tickets are purchased from vending machines and enforced by roving inspectors.

The system features a private right-of-way as well as street running and a dowtown transit mall. Some of the trackwork and facilities are actually built on the pavement of an abandoned freeway (How's that for a turnabout!). Unfortunately, budget restrictions dictated a single-track main line and a truncated system. There are 15-minute headways and the possibility of a system shutdown when a car is disabled. R.T. Metro does not reach far enough into the suburbs, and it stops short of many downtown attractions. Sacramento auto traffic is not as congested as Portland or San Diego, where light rail has gained popularity, so R.T. Metro may have some uphill running before it gains wide acceptance.

Thanks to Tom Savio, who supplied the Sacramento story. See a color photo of the operations on page 2.

Richmond 1988

W. B. Randolph sends news that the important centennial of Frank J. Sprague's major electric railway installation of February 2, 1888, will not be overlooked in Richmond, Virginia. An honest-to-goodness rail-borne electric trolley system about a mile and a half long is proposed. It would run from the Main Street Station to Festival Park in order to serve the Project One Area. The track would be laid in the curb lane of the streets, with an additional curb protecting the trolley lane from traffic. The proposed line would be single track with passing sidings. Eight cars would comprise the fleet and would include No. 192, a vintage streetcar that now serves as a ticket office for Richmond-on-the-James and a trolley museum.

That's the proposal, and the city council has committed itself to half the cost. The rest of the money will have to come from the private sector. The present job of the planners is to do the engineering cost estimates, and others will be hustling those private dollars.

Richmond streetcar 192

Carlton McKenney informs us that on Sunday, March 15, 1987, streetcar 192 was transported from its display track on Sixth Street in Richmond, Virginia, to the carbarn of the Greater Richmond Transit Company for refurbising (the carbarn, now used by buses, still has tracks in the floor of proper gauge!). The Virginia National Guard furnished the power, and the Richmond, Fredericksburg & Potomac Railroad supplied a special truck with rails and ramps.

Ron Morris

While most of the news in rail transit these days is positive, a negative is the report of the death of Ron Morris of Indianapolis. Ron worked with Dr. Howard Blackburn in setting up the annual Hoosier Traction Meets that have been reported in these pages. I got to know Ron very well in conjunction with these Meets, and found him to be a fine man who was extremely knowledgeable in the field of rail transit. He will be sorely missed.

The good news is that the Hoosier Traction Meet will continue. Dr. Blackburn and Ron Stuckey have been informing all those who attended in the past of this. The **Fourth Annual Hoosier Traction Meet** will be held on September 12, 1987, and will feature the Cincinnati & Lake Erie. If you have material to show at that time, please contact Ron Stuckey, 1325 Spruce St., Indianapolis, IN 46203, 317/632-9020.

The Detroit Peoplemover

The much maligned and much delayed Detroit Downtown Peoplemover had its first passenger-carrying experience on January 5, 1987, according to a news account dated January 6 provided by David Briggs. A test run with reporters and TV camera crews aboard circled along the guideway though the downtown. The test runs had an operator running the train, but the eventual operation will be automatic. There are 13 stations on the 2.9-mile elevated track. There is no word yet as to when the official opening will take place.

Buffalo completes its system

Saturday, November 29, 1986, was the grand opening of the complete light rail system in Buffalo, New York. From 11:00 a.m. until 6:00 p.m. on that day and on Sunday, November 30, from 11:00 a.m. to 5:00 p.m., rides were free. Adding to the celebration, choirs from local churches sang Christmas carols in the eight underground stations.

The festivities marked the completion of what many hope will be just the first major segment of the Buffalo light rapid transit sytem constructed by the Niagara Frontier Transportation Authority. The final task of the project was to open the last two stations.

The north termial station at South Campus of State University of New York at Buffalo opened on November 10 along with a 360-space park-and-ride lot which offers free parking.

The last station, LaSalle, was opened on November 29, and that date became the official time for celebration. Good luck to all the people in Buffalo who worked so hard on this project. John Thompson, Douglas Eldridge and Howard J. Landes were kind enough to send the information.

Chicago el cars to Philly

To relieve the shortage of equipment on the former Philadelphia & Western Railway (now part of the Red Arrow Division of the Southeastern Pennsylvania Transportation Authority), between 69th Street Terminal and Norristown, SEPTA acquired a number of 6000-series rapid transit "el" cars from Chicago Transit Authority.

A bit of background in this equipment: Cars 6001 to 6200 were built entirely new in 1950 and '51 by the St. Louis Car Company as PCC rapid transit cars. The cars in the 6201 to 6720 series were constructed by St. Louis Car from components obtained from former Green Hornet PCC streetcars during the period 1955 to 1959.

The CTA cars were purchased by SEPTA for $250 each, but the cost of shipping by flatbed truck was about $4000 per car. The six married pairs of so-called "flat door" cars sent to Philadelphia were 6079/80, 6089/90, 6109/10, 6139/40, 6151/52 and 6161/62 (the 6109/10 were obtained for spare parts). According to Jeffery L. Wien and Ernest Naille, who sent the news, the cars will retain their CTA numbers and will be initially operating in CTA colors. They will eventually be repainted in SEPTA colors. SEPTA has had to make door modifications to the cars, fit them with new third-rail pickup devices and install fareboxes and radios. Apparently, the 6000s will operate mainly between Bryn Mawr and 69th Street Terminal at the rush hour.

The 6000 cars will be used to help solve serious equipment shortage problems resulting from a series of wrecks. The former Philadelphia & Western line is famed for the Brill-built Bullet cars of the early 1930s. Now over 50 years old, the Bullets will have to be replaced soon; SEPTA is in the process of getting design and construction information on new cars. The ranks of the even older "Strafford" cars are thinning, too.

What is notable is that the old P&W has been graced by highly innovative equipment: the Bullet cars, the former-North Shore Electroliners in the 1960s and 1970s, and now a small squadron of 6000s, earning their keep until the end. And, in the last glory days of the Lehigh Valley Transit Company, erstwhile Cincinnati & Lake Erie "Red Devils" and an Indiana Railroad lightweight also ran along the line to Norristown on their way to Allentown.

Preserved CTA cars

Lou Gerrard sent a letter with interesting news on the Chicago Transit Authority rapid transit cars that have recently been preserved. Articulated Car 52, built by Pullman in 1947, and 6000-Series Cars 6461/6462 built by St. Louis Car Company using parts salvaged from Green Hornet PCC cars, are now at the Illinois Railway Museum at Union, Illinois.

The cars were removed from the Skokie Shop, loaded on flatcars on August 19, 1986, and arrived at the Museum on August 24. Lou says that Car 52 was last used on the Skokie Swift route in early September 1985;

CARLTON N. McKENNEY

HISTORIC RICHMOND STREETCAR 192 was moved by flatbed truck on March 15, 1987, from its Science Museum of Virginia display track to the Greater Richmond Transit Company carbarn for refurbishing. The 192 is the centerpiece of a plan to install a 1.4-mile downtown streetcar line in time for the 1988 Centennial of Electric Traction in Richmond.

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Transit Currents

6461/62 were last used on the Ravenswood route in 1982, and since that time have been used at the Skokie Shop as switch cars or "horses." Lou notes that, in addition to 6461/62 being used in the movie "The Hunter," 6123/24 were also former pole cars used in the film. They were converted to snow fighter cars S425/S426 for the Skokie Swit route, and are equipped with the distinctive Skokie Swift bow trolleys. At Union 6125/26 are again equipped with their trolley poles and dash-mounted dual headlights, as when they were built. They are used frequently at the museum, and the plan is to repaint them into CTA's 1950s-era Mercury Green, Croydon Cream and Swamp Holly Orange, as time permits.

San Francisco

As always, San Francisco provides much of interest in urban rail transportation. The 1986 San Francisco Historic Trolley Festival finished its successful 22-week run on October 17. Eleven vintage cars were available for the service which links the Trans-Bay Terminal via Market Street to the Castro area. Weekly ridership was about 14,500 people, which was about 1500 a week more than in 1985. The service is an attraction to tourists, but it is also useful and interesting for those dwelling in San Francisco.

To meet needs to expand capacity on its streetcar lines, the San Francisco Muncipal Railway may be able to take advantage of a reasonable price on some rebuilt light rail vehicles from Boston. This is one to keep an eye on for the future. For the more present times, the Muni Railway now has a car donated by Leningrad in Russia and another from Kobe in Japan by way of Hiroshima Electric Railway Company for use in the 1987 Historic Trolley Festival.

In the fourth major expansion of the trolleybus system in San Francisco in the last four years, the Public Utility Commission voted to electrify the 31-Balboa Line. Currently a diesel bus operation, 31-Balboa runs from downtown San Francisco to Ocean Beach and is a principal bus line in the heavily populated Richmond District. Other recent lines to go trolleybus are 1-California, 24-Divisadero and a mile-long extension of the 33-Asbury. The Muni has enough regular trolleybuses to work the additions, but it is buying 60 articulated trolleybuses to use on the 14-Mission and 30-Stockton lines.

A Geary Streetcar Citizens Committee has been appointed as a result of the Geary Task Force Resolution. On September 22, 1986, the Board of Supervisors adopted the Resolution, and on October 3, Mayor Feinstein signed it. This Task Force will review what should happen on Geary. It is currently the busiest diesel bus route in San Francisco, and there is strong interest in making a rail line of it, with a subway portion at least in the downtown area. The expense, particularly of the subway portion, is so great that the city wants to put it on the back burner for a while. As a result, the potential switchover of 38-Geary to a trolleybus line has been held off. Hence, the conversion of 31-Balboa.

Also bubbling up in San Francisco is discussion of an additional car line: the H, which would run down 11th Street and along Division to the site of the proposed new CalTrain Station site and the proposed new San Francisco Giants' baseball stadium at 7th and Townsend Streets. Making it even more attractive is that the Southern Pacific wishes to build 7500 more housing units, along with office and retail space, in the old SP yard in the 7th and Townsend area. This development could really provide heavy ridership. The H line will be sometime in the future.

And from the San Jose area comes the news that with balloons flying on October 1, 1986, the first rail was laid on the Guadalupe Corridor light rail system; the ceremony took place on First Street in San Jose. The first cars should be testing on the northern segment by now.

Thanks to David L. Pharr for the news. By the way, if you would like information about the Market Street Railway Company, a nonprofit group dedicated to San Francisco vintage rail operation, contact the Market Street Railway Company, 3676 21st St., San Fancisco, CA 94114.

The carbuilders

Bernard Albert sent information concerning those firms that are engaged in building electric railway cars in the United States as of 1986.

Kawasaki Rolling Stock U.S.A. has a plant in Yonkers, N.Y., and is subcontracting with General Electric. Kawasaki is assembling subway cars for New York and will also manufacture 95 rapid transit cars for Port Authority Trans-Hudson. The same firm is working with New York Railcar Corporation, located at the Brooklyn Army Terminal, in rehibilitating 248 PATH cars. Kawasaki is also building 325 R62 New York City Transit Authority cars in Japan.

Bombardier, Inc., has a plant at Barre, Vermont. The Canadian firm is carrying out final assembly of 825 R62A subway cars for NYCTA. They are also doing final assembly of 50 coaches for Metro-North Communter Railroad along with final assembly of 20 commuter cars for New Jersey Transit.

At the Beech Grove, Indiana, plant of Amtrak, **Breda Transportation, Inc.**, is finishing up the assembly of 300 cars for the Washington Metropolitan Area Transportation Authority.

Sumitomo Metal Industries at Elmira, New York, will overhaul 409 rapid transit cars for NYCTA.

At the Brooklyn Navy Yard, a partnership of **Tokyu Car Corporation** and Mitsui Trust & Banking Company Ltd. is finishing up assembly of 54 electric m.u. cars for the New Haven Line of Metro-North.

Transit America used to be known as the Budd Company. The Budd Company is still

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

there, but Transit America is operated as a separate and wholly-owned subsidiary of Thyssen AG of Duisburg, West Germany. Transit America has recently delivered 142 M-3 electric m.u. cars to Metro-North and is working on 174 M3 cars for the Long Island Rail Road. There is also construction work under way for rapid transit cars for Baltimore and for the Chicago Transit Authority. If some additional orders are not forthcoming soon (Amtrak, Los Angeles), Transit America may well shut down.

Westinghouse-Amrail is working at the Brooklyn Army Terminal on the final assembly of 425 French-made R68 cars for NYCTA. This is a partnership between Westinghouse Electric Corporation and Amrail; the latter company is the U.S. subsidiary of the Francorail industrial group of France.

Brill, St. Louis Car, Pullman-Standard, Pressed Steel Car, where are you?

Flashes

In MIAMI the automated downtown Metromover has been helpful in beginning to remove the black eye so many have given to the rail system in Miami. Better than 9500 daily passengers use the Metromover, which is ahead of the 4,000-6,000 rider projection made for the very start of revenue service. The Metromover has apparently helped boost the heavy rapid transit Metrorail ridership from 25,000 to 31,000 daily. The 1.9 mile, nine-station, double-loop automated peoplemover joins with the Metrorail system at the downtwon Government Center Station. The line opened April 18, 1986.

In JOHNSTOWN, PENNSYLVANIA, the Cambria County Transit Authority is about to start the construction of a $1.6 million expansion of the famed inclined plane. The inclined plane is on the listing of the Historic American Engineering Record and the National Register of Historic Places. In 1985 it served 85,000 passengers. Involved in the expansion are construction of an enclosed restaurant and lounge, a banquet room, a vista walkway, exhibits and a regional tourist-information facility. There will also be expansion of the gift and concession shop.

For information on the 1986 rail transit report of the AMERICAN PUBLIC TRANSIT ASSOCIATION, contact APTA at 1225 Connecticut Ave. N.W., Washington, DC 20036; 202/828-2800. The report contains an overview of rail transit in North America, status reports on individual transit systems, the activities of the APTA rail transit committees and a brief summary of the 1986 APTA rapid transit conference.

Metro-North Commuter Railroad now has a more reliable source of electrical power for its New Haven line. A conversion was made from 25 cycles to 60 cycles, which means that the COS COB power generating station, once the sole source of energy along the New Haven, could be closed. Metro-North now uses the power grids of Consolidated Edison and Northeast Utilities. The elderly Cos Cob facility was costing 12¢ per kilowatt hour to produce its power, while Northest Utilities will charge Metro-North only 7¢ per kwh. The Cos Cob Plant will be taken over by the Connecticut Department of Transportation and will probably be dismantled.

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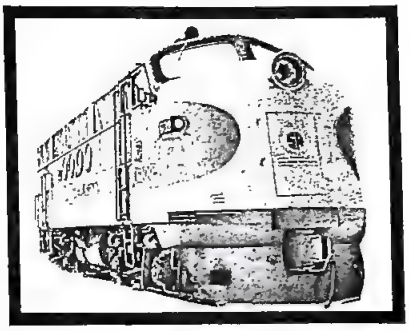

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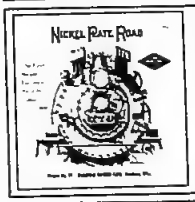

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BOUND FOR MERIDIAN On March 14 and 15, 1987, the Mississippi Railway & Transportation Museum moved from its former location on the Port Bienville Railroad near Bay St. Louis, Miss., to a new home in Meridian.The move was not the expected dead-in-tow maneuver, however, but an unprecedented and highly publicized 230-mile steam powered move behind the museum's ex-Rockton & Rion Baldwin 2-8-0 No. 203.

The 203, with nine passenger cars and ex-Mississippi Export Railroad caboose 102, left Port Bienville at 9:00 a.m. on Saturday, March 14, and after picking up a pilot moved out onto the Seaboard System ex-L&N main line at Ansley, Miss. The Seaboard had placed a 25-m.p.h. speed limit on the move, but with a heavy train of ten cars and an auxiliary tender, the little 2-8-0 averaged only 15 m.p.h. on the main line.

Two problems presented themselves, with the first showing up almost immediately. The Baldwin's usual diet of low grade coal proved unsuitable for movement of a heavy train, and some firing problems and low steam slowed the first day's trip. Also, while she performed admirably, there was a short delay in the afternoon near St. Elmo, Ala., when a crankpin ran warm.

The train spent the night at the Alabama State Docks engine facility at Mobile, and the crew worked hours after midnight loading good coal and preparing the engine for the second leg of her journey. Sunday's portion of the trip was 135 miles from Mobile to Meridian over the Gulf & Mississippi Railroad. The steamer's passage was over one of the oldest pieces of track in Mississippi, opened for service by the Mobile & Ohio from Mobile to Citronelle in 1852. The 203 was the first steam locomotive to operate over the line in almost 40 years—since the M&O's successor Gulf, Mobile & Ohio finished dieselization of its operations in Mississippi on October 15, 1949.

The train arrived in Meridian at 9:30 Sunday and went immediately into storage on Mid-South Rails downtown. The engine is now scheduled for some minor mechanical and boiler work and will probably not see regular weekly service this year, although special excursions are planned.

The Mississippi group's collection of rolling stock had outgrown the facilities at Port Bienville, and the move to Meridian should provide not only more track space but much greater visibility. Cooperation with the local Jimmie Rodgers Foundation (owner of non-operating ex-Meridian & Bigbee River [nee-Susquehanna & New York] 2-8-0 116) has already shown promising results, and there appears to be strong support from other local organizations. Negotiations are under way with area railroads regarding future excursions—LOUIS SAILLARD.

AFTER 20 YEARS The LSWR 0-4-4T, for two decades in the Steamtown U.S.A. collection, has been shipped back to England. Built in 1905 at Nine Elms in London for the London & Sweatern Railway, the engine was officially retired in 1964 and purchased by F. Nelson Blount in 1967. An English railfan organization, Southern Repatriation, has purchased the engine and will put it on static display in Swanage, England, through the 1987 tourist season, after which it will be fully restored and is expected to see service in 1989.

This is the second British locomotive to be sold from the Steamtown collection. The Southern Railway Schools Class 4-4-0 *Repton*, restored to serviceable condition and run briefly in 1986, was sold to an individual who plans to return it to England, although it presently remains in Scranton.

NEW L&NW GEEPS The Louisiana & North West has purchased two Kansas City Southern Geeps: GP9 4163 (one of four on the KCS roster) and GP7 4153. Although the Geeps are bound for Gibsland, there is no immediate indication that the L&NW's famous F-units are being threatened—but more Geeps can't be good news.

WINCHESTER & WESTERN This expanding northern Virginia carrier has acquired the segment of Conrail's former Cumberland Valley R.R. line between Winchester, Va., and Williamsport, Md., along with trackage rights over Conrail into Hagerstown. W&W at last report makes Tuesday and Thursday round trips between Winchester and Martinsburg, W. Va., and Monday, Wednesday and Friday round trips between Winchester and Hagerstown.

The Winchester & Western, New Jersey Division, which recently assumed operation of 55 miles of former Conrail trackage in South Jersey, has taken over operation of the Jersey Southern Railroad. The JSRR S2 16 is still on the property at Seabrook, N.J. W&W's ex-NKP GP9 811 has been repainted into NKP-inspired black with yellow stripes and will wear its original number. The balance of WWNJ's presently-owned nine GP9s (six are ex-Nickel Plate) should recieve the same treatment this year.

SON OF CLEBURNE'S BALDWIN? With the end result remarkably similar in appearance to Santa Fe's kitbashed Baldwin switcher 2450 of 1970 (see May 1985 R&R, page 48), the Canadian National has so far produced at least two (7300-7301) "SW1200RSM" hybrid switchers at its Pointe St. Charles Shops in Montreal. The units are remanufactured using the frame, trucks and cab from an SW1200RS with its engine uprated to 1300 h.p. and the long hood (with a.c. cooling fans, winterization hatch and dynamic brakes) from a GP9. The 7301 combined SW1200 1292 with GP9 4269, while companion 7300 mated the 1241 and 4233. The frames and trucks left over from the Geeps were made into slugs.

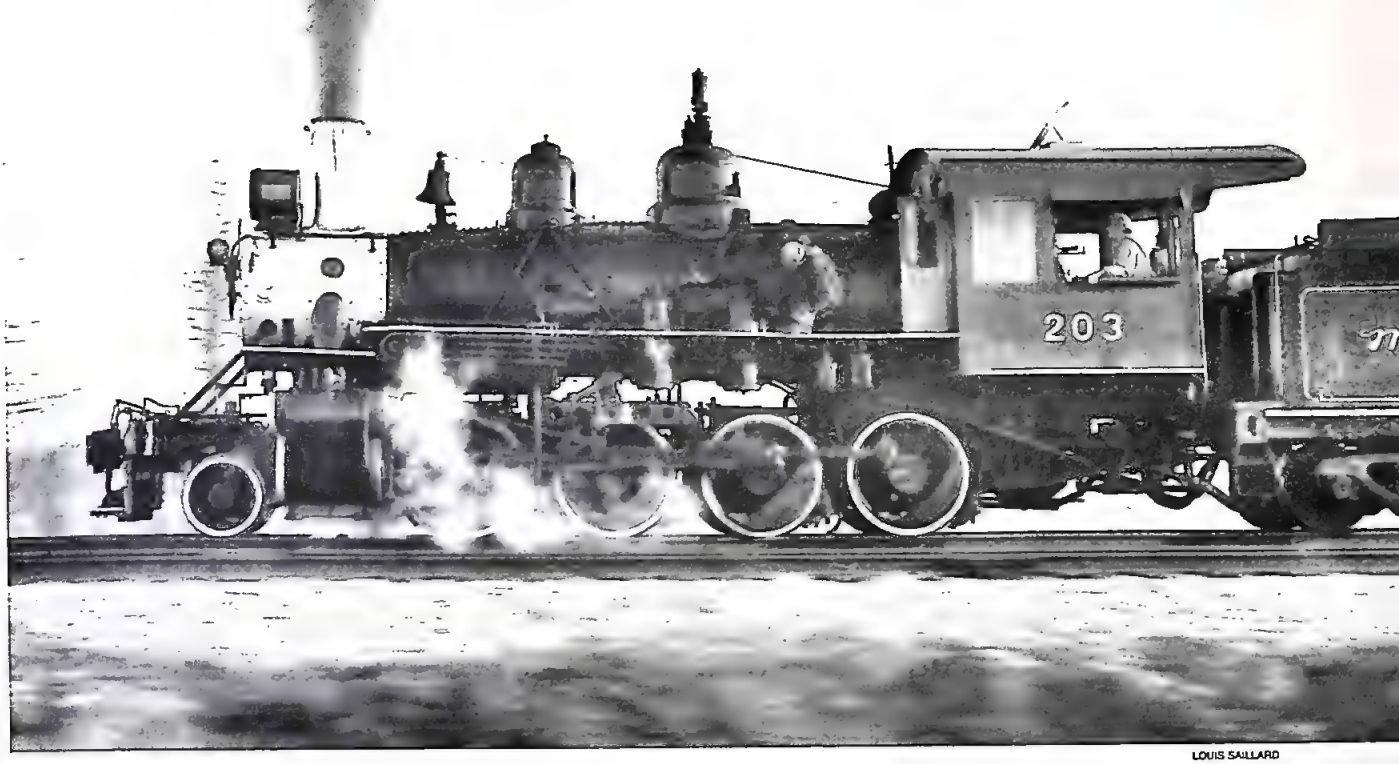
METRO-NORTH Chrome Locomotive at Silvis, Ill., has just rebuilt three Budd RDC1s for service on Metro-North's "West-of-Hudson" former-Erie lines between Suffern and Port Jervis, N.Y., operated by New Jersey Transit. The cars include MNCR 43 (ex-PC 43, nee-NH 43, built 1953) which was stored out-of-service until shipped to Chrome on June 24, 1985, and returned to Metro-North on March 6, 1987. After acceptance tests, the 43 was briefly put on display at Grand Central Terminal before entering service on March 22, 1987. MNCR 65 (ex-PC 65, nee-NYC M465, built 1953) was in service when shipped to Chrome on June 26, 1985. Metro-North recieved the car on April 1, 1987, at Port Jervis and immediately put it into service. MNCR 54 (ex-PC 54, nee-NYC M454, built 1951) went to Chrome on June 26, 1985, but due to an engine fire sometime during its life, was found to have serious frame deteriorations and was scrapped by Chrome. In place of the 54, Metro-North shipped former-Amtrak RDC1 18 (NH 23, PC 68). The 18 has not yet returned from Silvis—RICHARD M. GLADULICH.

LONG ISLAND FA'S Four more of the Long Island FA2 cab control cars have been sold. The Anthracite Railroads Historical Society has purchased LI 601, 602 and 603 (ex-L&N 317, 309 and 315 respectively), and the Feather River Rail Society of Portola, Cal., bought LI 604 (ex-L&N 314), which they plan to paint Union Pacific and make operational using parts from an RS3. The ARHS units will be stored at the Reading, Pa., shops with their other equipment. All four FAs should be at their new homes by the time you read this.

Each of the LIRR units has been severely altered internally. In service, the traction motors had been removed, allowing them to be used as cab control cars on push-pull trains with the engines and generators modified to supply HEP for train heat, lights and air conditioning. Other internal mechanical and control systems have also been altered. The ARHS plans to get two of their units running as soon as practical with a possible Lehigh & New England first paint scheme—BOB LOSSE.

DUAL MODE LOCOMOTIVES New Jersey Transit has applied to UMTA for funds to build two prototype dual mode diesel-electric locomotives. The funds, if approved, would be included in the fiscal 1988 UMTA budget. The locomotives would be the forerunners of a possible fleet of twelve units for use on the former New York & Long Branch, Jersey Central and Erie Lackawanna commuter lines operated by NJT.

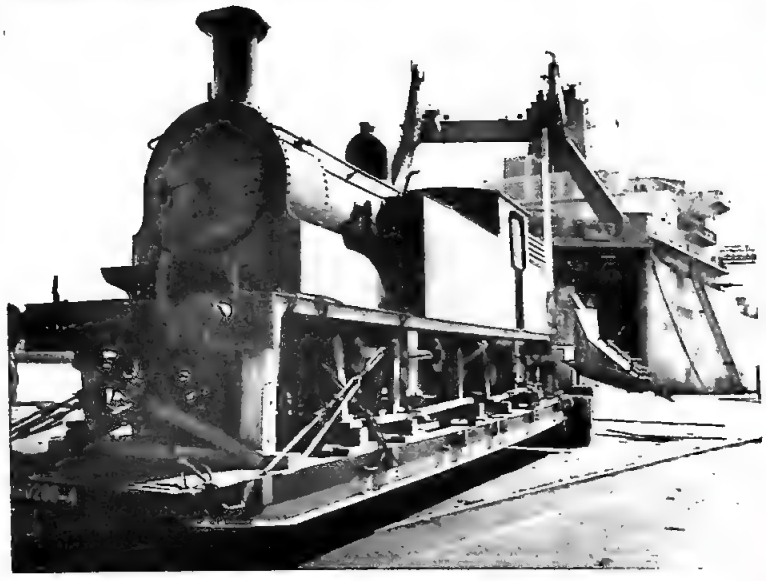
The locomotives would be single-cab units for use on push-pull trains for uninterrupted rides from diesel territory directly into New York's Penn Station. A 3,000-h.p. traction requirement for diesel operation and 11 k.v. and 25 k.v. for electric operation are included in the plans. Due to the heavy weight of the electrical components, the locomotives would have to be equipped with six-wheel trucks. Because of potential Amtrak and New York MTA orders adding up to a possible total of 25 to 30 units, several locomotive builders are showing an interest. GE, ASEA, Bombardier and a French group may end up bidding on the prototype order if Washington comes up with funding.



LOUIS SAILLARD

BOUND FOR MERIDIAN is Mississippi R.R. Museum 203 leading its ten-car train to the new museum home. The train is eastbound on the L&N near St. Elmo, Ala., on Saturday, March 14, 1987, and spent the night at Mobile.

FLYING CAMERA



AFTER 20 YEARS in the Steamtown U.S.A. collection, LSWR 0-4-4T is seen here being loaded aboard the *Rosario* on March 24, 1987, for a trip back to England. Southern Repatriation has purchased the engine and plans to restore it.

RAY SAUNDERS

WINCHESTER & WESTERN RS11 863 is northbound through Martinsburg, W.Va., on February 25, 1987 (**bottom**) on newly-acquired ex-Conrail/PRR trackage into Hagerstown, Md. W&W's New Jersey Division's ex-NKP GP9 811 has NKP-inspired black with yellow stripes, shown at Bridgeton Junction, N.J., on March 18, 1987.

KERMIT GEARY, JR

Jersey Central commuters were promised single-train rides to Penn Station New York when the Aldene Plan was proposed in the early 1960s, and the state of New Jersey has taken 25 years to get serious about fulfilling that commitment. (Since diesel trains cannot operate through the electrified tunnels under the Hudson River, CNJ commuters must change to PATH subway cars at Newark for their Manhattan destinations. Similarly, with the termination long ago of the ferryboat service from Hoboken to Manhattan, the EL commuters must also transfer to the PATH subway to reach New York.

N.J. Transit engineers have worked with their counterparts at MTA and Amtrak in coming up with the specs for the locomotives, thereby increasing the size of the market and the possibility that the expensive units will be built—and lowering the price. The cost of the versitile locos may run between $3 and $5 million a copy. Amtrak would use their units out of Penn Station to Boston and from Grand Central to Albany. The specs will call for both pantograph (Penn Station) and third rail (Grand Central) capability—WALTER A. APPEL.

CONRAIL GOES PUBLIC In a record setting stock offering, the U.S. Government sold its 85% interest in Conrail to the public on March 26, 1987. Of 1.65 billion available, investors purchased 58,750,000 shares of stock at $28 per share. In addition, the Feds got a special payment of $300 million for a net to the U.S. Treasury of $1.88 billion. The Conrail employees' 15% holding has been converted to common stock. Conrail is listed on the New York Stock Exchange under the symbol CRR. The initial offering raised more than any stock offering in U.S. corporate history.

After the initial offering, the price of the stock moved up to $31.75, as it appeared that more than just railfans wanted to own a piece of the Northeastern rail carrier. By the end of April, the stock was holding fairly steady around $31 a share.

To prevent a takeover of the newly independent company, the Conrail Privatization Act of 1986 specifies that railway companies may not own more than 10% of Conrail for one year after the offering, and non-rail companies may not accumulate more than 10% for three years.

Now independent, Conrail will be faced with paying taxes, which until now it has not had to do. Also, management is faced with the question of weather or not to diversify as have most other large railroad corporations. Succesion to L. Stanley Crane, the company's charismatic 71-year-old chief executive, must be faced in the near future. Crane engineered the comeback of the line from a chronic loser to a profitable, tough competitor in just over ten years—WALTER A. APPEL.

BOUND FOR GREEN BAY Headed for preservation at the Rail America Museum in Green Bay, Wis., is former Ann Arbor Alco S3 No.10. It was built for the Manistique & Lake Superior in 1952 as their No.1. When the M&LS folded in the mid-1960s the engine became the Ann Arbor shop switcher at Owosso, Mich., where it worked through Michigan Interstate and Tuscola & Saginaw Bay ownership.

Departing Halloween 1986, the pumpkin-colored switcher moved from Owosso to Clare via the T&SB, on to Ludington via CSX, across Lake Michigan on the Michigan-Wisconsin Transportation Company's ex-C&O carferry *City of Midland 41* to Kewaunee, Wisconsin, and from there to Green Bay on the Green Bay & Western. The Alco was donated by Jon Tessin of Grand Rapids, and each railroad donated its portion of the transportation.

ROARING FORK RAILROAD Revival of train service from Denver to Aspen may be posponed for a year, said entrepreneurs who wanted to have the Roaring Fork Railroad running by November 1987.

"We realize there's a likelihood we wouldn't be able to initiate full-scale service by the end of the year. We're looking at delays in the planning process, which would mean we would not have authorization to proceed until mid to late summer," said railroad spokesman C.A. Bedinger. Planning and zoning requirements set by Aspen and Pitkin County are primarily responsible for the delays. The company still hopes to have a commemorative train running by November to mark the 100th anniversary of the first railroad service to Aspen.

Roaring Fork hopes to use existing track from Denver to within several miles of Aspen, where tracks have been removed and the intact right-of-way is now used as a bike and hiking trail. Opponents of the train have objected to converting the trail back to railway usage. The railroad also wants to build a $2.5 million station in Aspen and offer commuter service.

"Of course, all of this costs money," Bedinger said. Startup costs have been esstimated at $18 million. An offering to prospective investors is planned for midsummer.

Complete rebuilding of the company's rolling stock will begin in the spring of 1987 at a site north of Denver Union Station. Thirty-nine Budd-built stainless steel cars from the late 1940s and 1950s, including coaches, diners and vista domes, will be overhaulled. They will be stripped to their shells and completely rebuilt to modern standards. The first class cars will be in Victorian motif, while the domes will be Art Deco.

December 31, 1986, found the Roaring Fork acquiring track and its first locomotive. It purchased 2.38 miles of track from the abandoned Snowmass Mine in Carbondale, Colo. The track was taken up and is currently stacked in 40-foot panels near the mine. It will be relaid to extend the existing track at Woody Creek toward Aspen. The mine's EMD SW8 C977 (ex-Coors Brewery) is the Roaring Fork's first locomotive. It will be moved to Denver.

Thirty five cars are presently securely stored within the Rocky Mountain Arsenal near Denver. Former-Amtrak (nee-ACL, Pullman-Standard 1950) 36-seat dining cars 8085 *Talladega* and 8088 *Turboro*, were the latest to arrive. They were seen in BN's Denver Yard February 16, 1987. The roster also includes D&RGW domes, several diners, and coaches from the CB&Q, NYC, FEC, the Southern and others, acquired mostly from Amtrak and the Alaska Railroad. The roster is still expanding, as many of their cars are still stored in Texas. Stay tuned as more develops—CHIP SHERMAN.

MACK RAILBUS In November 1986 the Lehigh Valley Chapter NRHS purchased the famous Chestnut Ridge Mack railbus No. 51. This 1922 Mack-Brill Model AB railbus started life on the Pittsburgh, Lisbon & Western before being sold to the New Jersey Zinc Company's Chestnut Ridge Railway in 1924. It ran in the Palmerton, Pa., area until passenger service was discontinued in 1935. After being used for many years doing less-than-carload freight and mail duties, the 51 was used for maintenance service, ferrying workmen to various locations on the railroad. It was in active service until 1985 with its Mack engine and running gear fully intact. The well-maintained railbus then moved from its "engine house" to a more secure area and was offered for sale in October 1986. The Lehigh Valley Chapter plans to restore the railbus to its original passenger interior configuration and operate occasional excursions. The exterior of the little classic has remained remarkably unchanged over the years, although the interior now looks like the back of some hillbilly's Edsel station wagon. Also included in the purchase was the small turntable and steel enginehouse at Palmerton.

END OF AN ERA Since the Western Pacific merged into the Union Pacific System in December 1982, nearly all of its locomotives have been repainted, renumbered or retired. In Kansas City on February 21, 1987, a can of aerosol spray paint erased the long hood lettering of the last active unit on the UP system in full Western Pacific dress, GP40 3537.

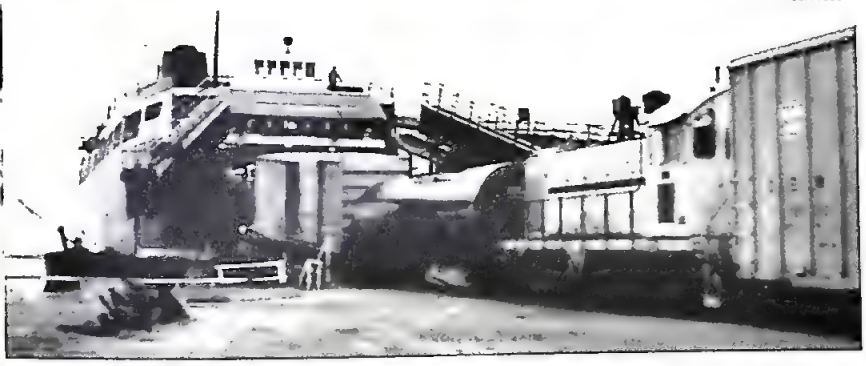
TAMPER'S P811S While most railfans will probably first notice the big yellow ex-Southern Railway SD45 that pulls it from site to site, the fascinating part about the Tamper P811S Track Renewal System is the job that it performs. The self-propelled system of gantry-laden units moves along a railroad and in one continuous process removes the old rail and wooden ties and replaces them with new rail and concrete ties. It can change out about 2200 ties a day. The SD45 is simply used to move the machine between jobs.

The P811S, photographed (see color on page 2) on the Southern at Cayce, S.C., was departing Tamper's home facility at West Columbia, S.C., for a five-year assignment on the Burlington Northern, where it will be working initially near Douglas, Wyoming, and Snohomish, Washington. The P811S is a shortened version of the P811 machine (which does not have its own locomotive) that is presently working on Amtrak's Northeast Corridor.

JIM BOYD

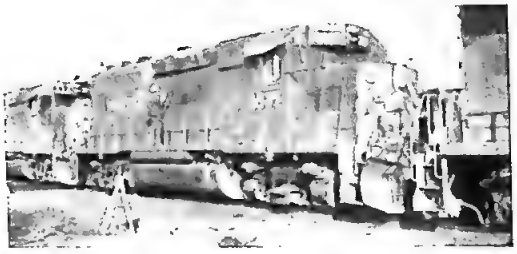
N&W 1218 ran three trips on April 25-26 from Roanoke to Bluefield, Lynchburg and Walton. Witness 1218 westbound at Pembroke, Va., on Saturday.

JON TESSIN



BOUND FOR GREEN BAY aboard the ex-C&O *City of Midland* on November 1, 1986, is former Ann Arbor S3 No.10 on its way to the Rail America Museum.

GEORGE H. MENGE



END OF AN ERA came as UP workmen erased markings on the last WP unit on February 21, 1987.

CHIP SHERMAN

ROARING FORK RAILROAD passenger cars, securely stored at Rocky Mountain Arsenal northeast of Denver, are awaiting rebuilding for Denver-to-Aspen rail service. The 35+ cars are all vintage stainless steel classics.

H. CARTER SIEGLING

TAMPER'S P811S track replacement system was on the SR at Cayce, S.C., on March 3, 1987.

MALCOLM E. TAYLOR

MACK RAILBUS 51 of Chestnut Ridge fame was purchased by the Lehigh Valley Chapter NRHS in November 1986. This 1922 Mack Model AB comes with original engine and running gear. It is shown at Palmerton in November 1986.

Before the Stack Trains

The rich heritage of the new NYS&W. **by Jim Boyd**

In January 1987 the New York, Susquehanna & Western began regular operation of Sea-Land double-stack container trains over a new route created by combining Conrail trackage rights and its own lines from Campbell Hall through Maybrook, N.Y., and down the former Lehigh & Hudson River to Sparta Junction, N.J., and a link-up with its old main line across northern New Jersey (see "Stack Trains on the Susquehanna" in the May 1987 R&R).

For the local railfans, it was quite a thrill to see Alco C430s and ex-BN SD45s and F45s bringing mile-long stack trains down the L&HR and over Sparta Mountain on the old Susquehanna. And it was particularly interesting to be spending Sunday mornings watching the action at Campbell Hall and Maybrook again. Once the focal points of an incredible variety of rail activity, these New York communities had seen few railfans in recent years. The handful of commuter trains and Conrail freights that traversed the area could be more easily seen elsewhere. Gone were the days of the New York Central interchanging with the Lehigh & New England and Erie F-units meeting similar power on the New York, Ontario & Western. The burning of the Poughkeepsie bridge in 1974 cut off the New Haven connection to New England and rendered Maybrook a place without a purpose. The yard was torn up, and much of the L&HR was facing abandonment.

Then came the Susquehanna and its stack trains, and scanners were crackling with messages like "Conrail NTV-9, you are clear to enter the main line at the O&W Bridge and proceed west." To fully appreciate the heritage of the lines in use today, let's look at the way it used to be around Campbell Hall, Maybrook, Warwick and Sparta Junction on the route of Susquehanna's stackers.

JIM SHAUGHNESSY

ROBERT F. COLLINS

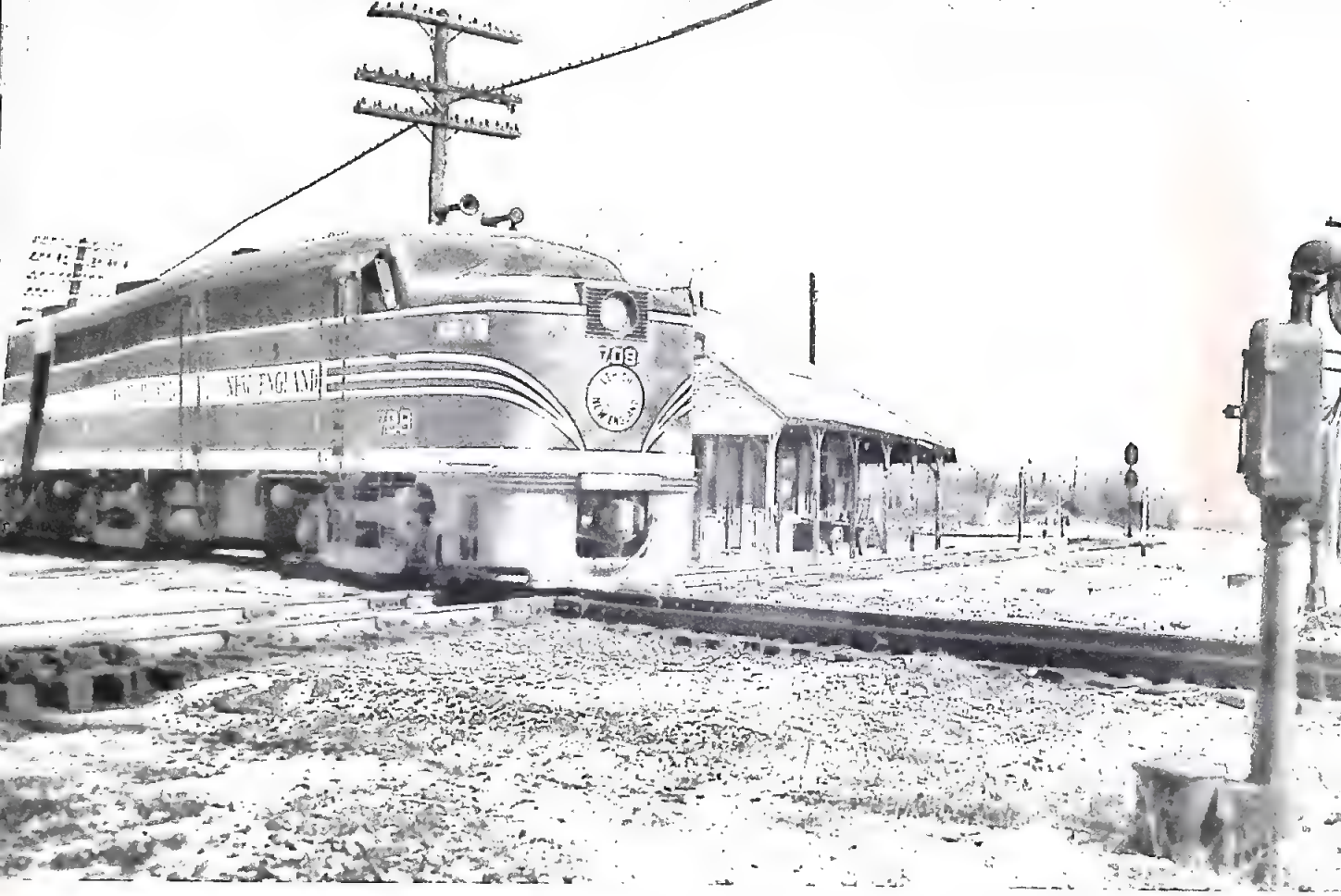
CAMPBELL HALL'S commuter station now stands where MQ tower once protected the crossing of the Erie's Pine Island branch with its freight main. Until it ceased operation in 1961, the L&NE used the Erie from Pine Island into Campbell Hall. In May 1963, a DL&W Geep is evidence of the 1960 EL merger. This is looking west.

NYS&W Heritage

JIM BOYD

THE ERIE built its Graham Line freight route through Campbell Hall to bypass the grades on the passenger main to the south. Erie S3 2-8-4 3384 was westbound with 60 cars and a pusher over the "O&W Bridge" west of Campbell Hall on March 3, 1946. Susquehanna's SLN-3 crossed the O&W Bridge on January 17, 1987. The same section car ramp was used by both photographers more than 40 years apart!

NOTICE
TRAINS ARE
NOW USING
THIS CROSSING



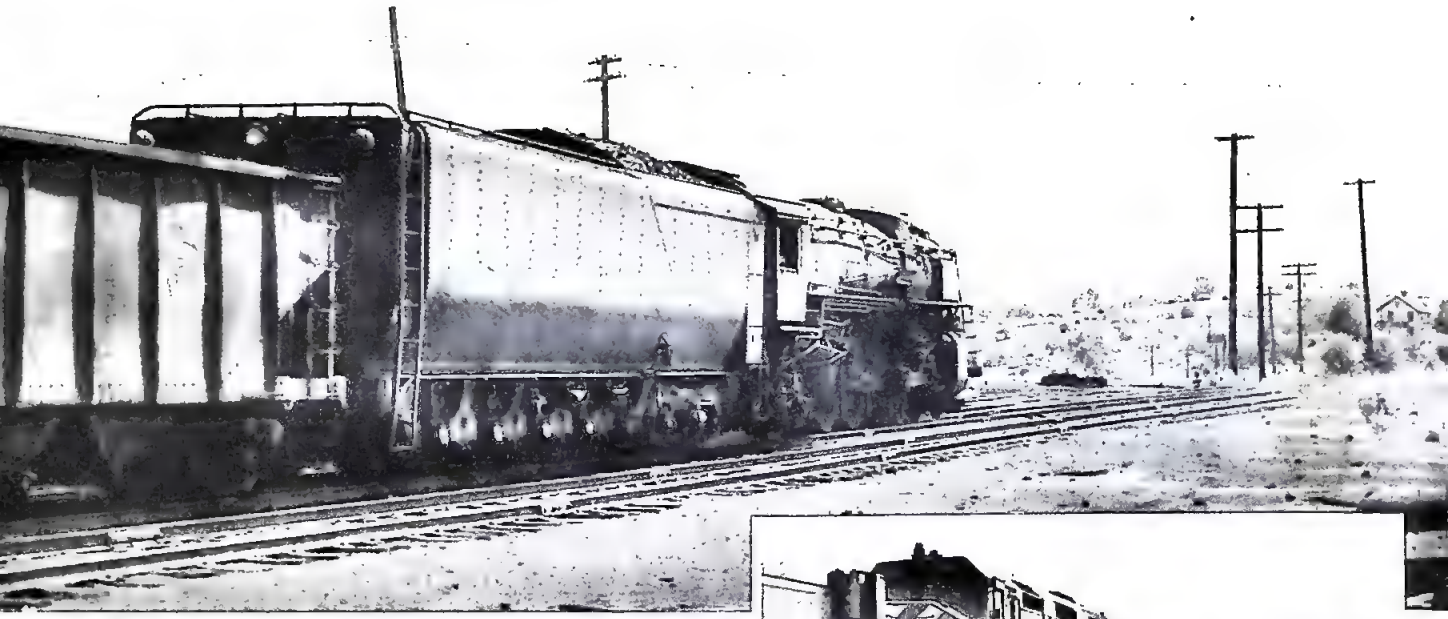
FOUR PHOTOS JIM SHAUGHNESSY

NYS&W Heritage

IN EARLY 1957 the NYO&W and L&NE were both still active in Campbell Hall, and O&W, depot was the site of much activity. The L&NE FAs are southbound (**top**) on the Erie Pine Island line, used here by the NYS&W today. The NYO&W F3/FT set is entering its main line westbound after coming out of Maybrook yard. The O&W is abandoned today, but that house on the right remains a landmark.

KEN KARLEWICZ

NEW YORK CENTRAL'S line out of Kingston, N.Y., had trackage rights into Campbell Hall on the Erie's Montgomery-Pine Island line (which Conrail operates today from Campbell Hall to Walden, N.Y.). A set of FM H16-44s was curving toward the westbound NYO&W main on March 23, 1957. A month earlier, an A-B-B-A set of L&NE Alcos met a similar set of Erie F7s in front of the Campbell Hall Inn, which sees the NYS&W's BN SD45s (right) pass today.



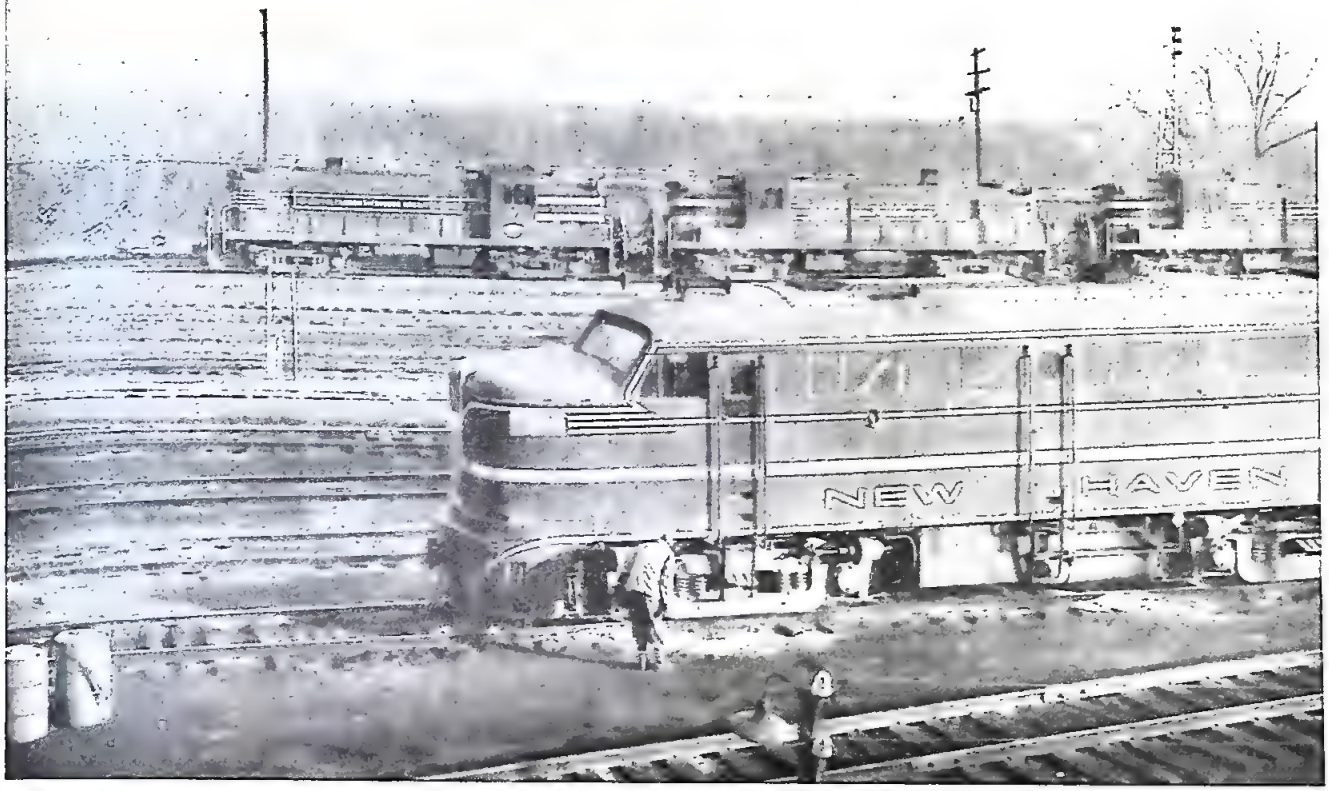
BILL PRICE

JIM BOYD

MAYBROOK YARD now exists only as a running track and a short run-around at the L&HR junction at the west end. An L&HR 4-8-2 was southbound at the same spot where NYS&W NY-10 was photographed on March 29, 1987. With their caboose at that junction, two L&HR RS3s are about to pass under the Route 208 bridge on February 17, 1957. The NYO&W FTs were coming in from Campbell Hall on March 23, 1957, and about to pass under the other Route 208 bridge. That same day, three L&HR RS3s were behind a set of New Haven FAs (**top right**) at the Maybrook engine terminal.

ABOVE AND RIGHT JIM SHAUGHNESSY

NYS&W Heritage



JIM SHAUGHNESSY

Maybrook and Campbell Hall, N.Y.

NOTE: All railroads shown are now Conrail; railroads are identified on map in pre-merger terms. Solid lines indicate existing railroads; broken lines are abandoned railroads.

NEW YORK
UTICA
BUFFALO
SYRACUSE
NYS&W
NYS&W
B&O
CR/D&H
BINGHAMTON
CR/NYS&W
MAYBROOK
PORT JERVIS
SPARTA
LITTLE FERRY
RADIO EQUIPPED
160.485 NYS&W Southern Division
160.620 NYS&W Northern Division
161.265 Lackawaxen & Stourbridge
160.800 Conrail

MAYBROOK
N.Y. Rte. 208
NYNH&H
Maybrook Yard
(abandoned except for running track)
ERIE, NYC trackage rights south of Montgomery
NYNH&H
Maybrook Road
L&HR
Station Road
Burnside Tower
NYO&W
NYO&W
Burnside
N.Y. Rte. 208
CAMPBELL HALL
N.Y. Rte. 416
ERIE (Graham Line)
NYO&W depot
NYO&W
CH Tower
N.Y. Rte. 207
O&W Bridge
Campbell Hall Inn
(Graham Line)
L&HR
Stony Ford Road
MQ Tower
"wye"
Proposed new NYS&W connection
(Now MNCR commuter station)
N.Y. Rte. 207 To Route 17
ERIE L&HR trackage rights above Pine Island
Egbertson Road
Wells Road
Shea Road
ERIE

MAP ART: MIKE MERUSI

NOTICE
TRAINS ARE NOW USING THIS CROSSING

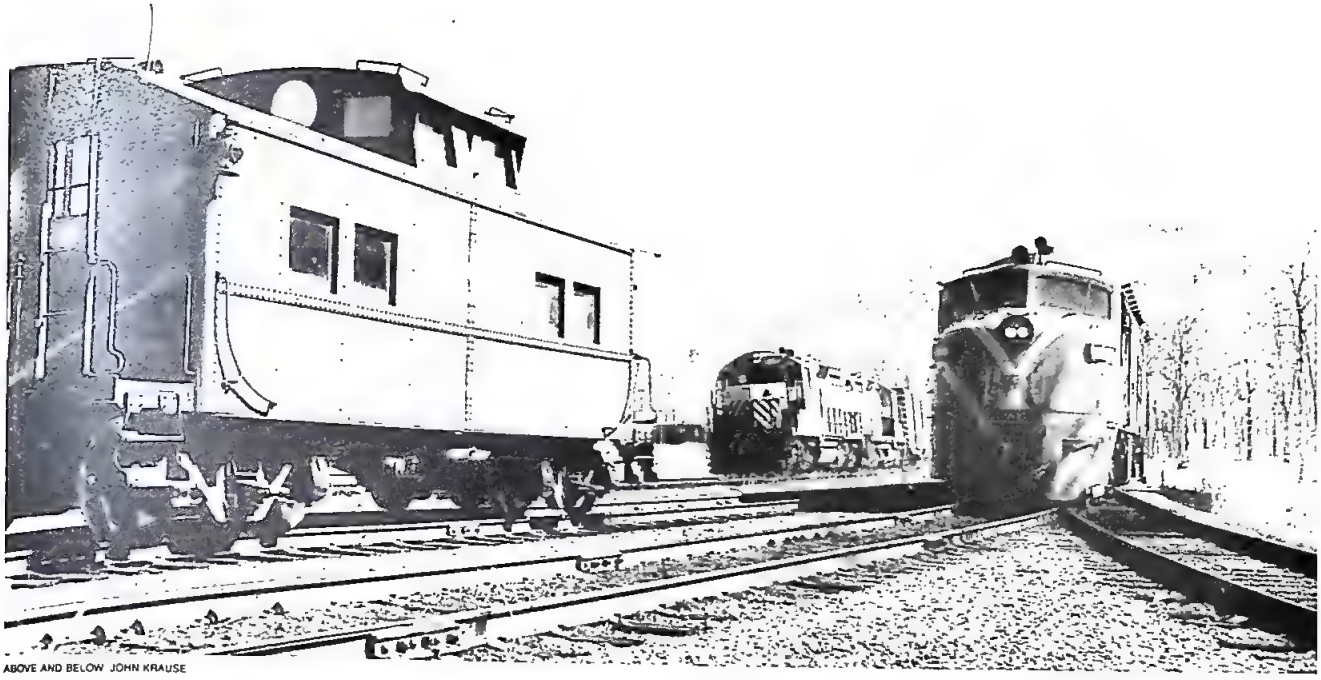
ROBERT F. COLLINS

JIM SHAUGHNESSY

SOUTHBOUND L&HR 2-8-0 91 was banging across the NYO&W at Burnside on February 23, 1946. Two mileage-balancing CNJ RS3s and an L&HR RS3 **(left)** were crossing Pelton Road northbound into Warwick on July 4, 1963; today NYS&W ownership begins south of the crossing. L&HR Mikado 73 and 2-8-0 95 were northbound (timetable eastbound) at Sparta Junction on December 9, 1950. As viewed from the ancient tilt-board signal **(bottom left)**, two L&HR RS3s were southbound on May 31, 1951. An NYS&W "BG Haul" to Hainesburg with RS1s and an S2 was holding clear **(right)** for northbound L&HR RS3s to pass in 1961. At New Green Pond Junction **(top right)**, CNJ Babyface Baldwins up from High Bridge met an NYS&W westbound with new GP18s in 1962. Roe's Orchard, on Route 94 at Craigsville **(bottom right)**, was a favorite photo spot with L&HR C420s in 1974 and NYS&W SD45s in January 1987.

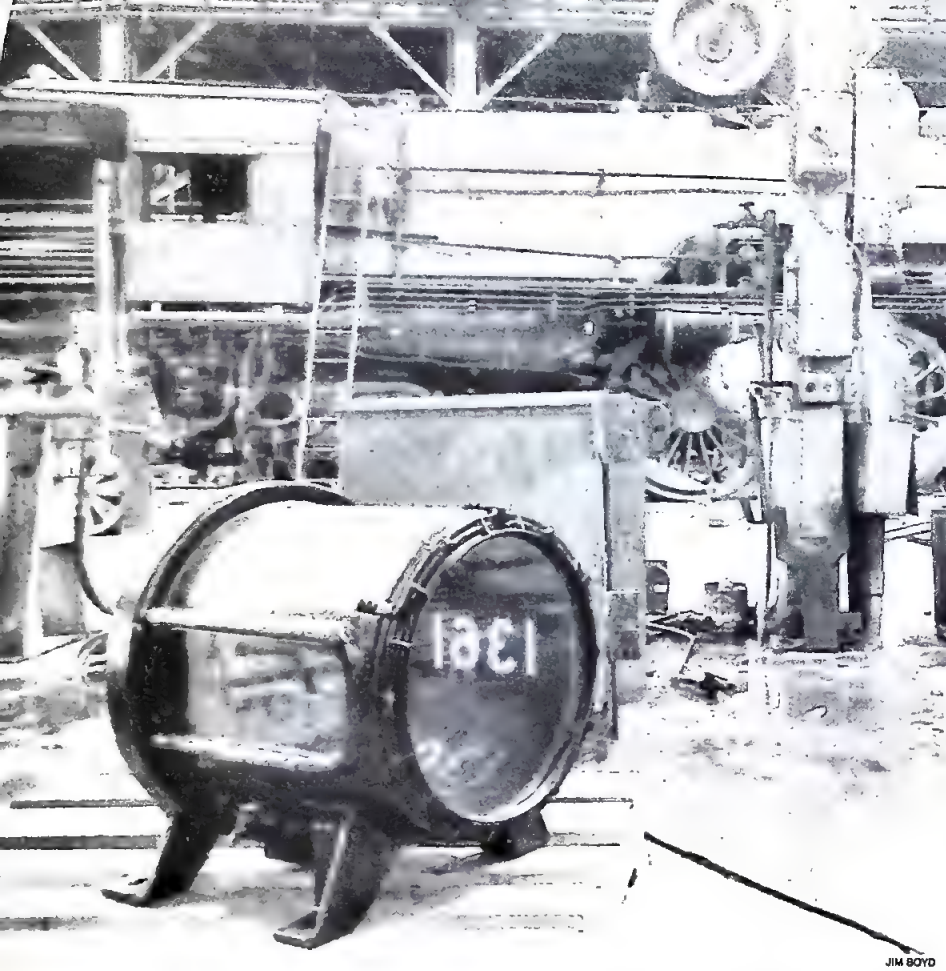
BELOW AND RIGHT JOHN L. TREEN

NYS&W Heritage

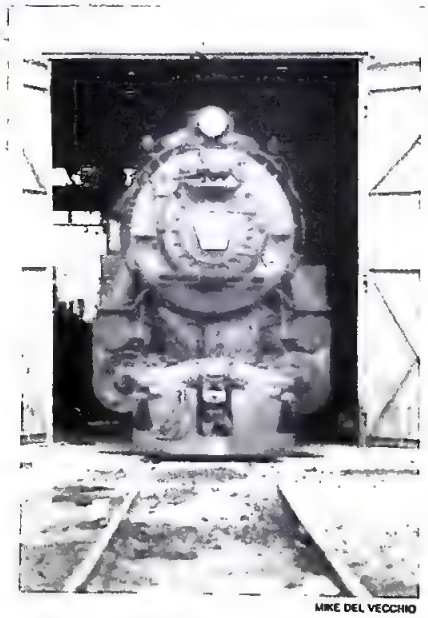


ABOVE AND BELOW JOHN KRAUSE

TWO PHOTOS. JIM BOYD



JIM BOYD



MIKE DEL VECCHIO

WITH STEAM-UP less than two weeks away, the 1361 was undergoing "finishing work" in the Altoona Car Shop on March 30, 1987. The headlight was shortly atop the boiler. On April 13 (right) the K4 was back home after completing its first road trip.

Nearly 30 years after becoming a static monument to the fading era of steam power, Pennsylvania Railroad K4s 4-6-2 1361 delighted thousands of onlookers by steaming back into action on its old turf. April 12, 1987, was the day that PRR fans had always hoped for—but, preferring to avoid disappointment, had never allowed themselves to believe would ever actually arrive. Eighteen months after being removed from its display site on Horseshoe Curve and just eleven months after entering Conrail's Altoona Car Shop for restoration by the Railroaders' Memorial Museum and its volunteer crew, K4 1361 emerged under its own steam for an inaugural 90-mile round trip to Bellefonte, Pa., over Conrail and the Nittany & Bald Eagle Railroad.

The K4's niche

Many Conrail employees and most railfans recognize the significance of a K4 being returned to operation, but the majority would probably find it difficult to articulate the reason. It is woven around several themes. First, the Pennsylvania Railroad, well within the lifetimes of most adult Americans today, was a dominant institution, carrying untold millions of tons of freight and countless passengers. Through depression and wartime, its rails bound the nation's industrial heartland, and no locomotive more typified the PRR at the peak of its influence than the K4. Beginning with the 1737 in 1914, the Pennsy rostered 425 K4's, and 350 of them (including the 1361) were built in Altoona's Juniata Shops.

An important aspect of the K4's significance, however, is that the type was used right up until the end of PRR steam operations in 1957, powering New Jersey commuter trains from South Amboy and Camden, where they were seen and photographed by many enthusiasts and budding railfans. In contrast, the large, modern, complex PRR power that was built during and after World War II was scrapped early. Many people who remember K4's cannot recall T1 4-4-4-4s, Q2 4-4-6-4s or even J1 2-10-4s.

Although there have been at least two superb PRR locomotives active in recent years, Strasburg's 4-4-0 1223 and 4-4-2 7002, neither represent the "modern" Pennsy of the *Broadway Limited* or Long Branch commuter era that most people remember. The 1361, with its drop-coupler pilot, chin platform and top-mounted headlight may not be the purists' favorite K4 image, but it surely is the "K4 of record" for most middle-aged railfans and railroaders today.

Finally, the 1361 itself was quite probably the best-known display locomotive anywhere, right next to the PRR main line's most famous landmark: the City of Altoona park at Horseshoe Curve. Visited by thousands of people each year and seen from passing PRR, PC and Amtrak trains by millions of passengers for more than 28 years, the engine gained a public exposure and fame that few museum pieces could rival.

Altoona's K4 under steam!

by Dan Cupper

Getting started

Long before anyone in Altoona seriously thought about restoring a steam locomotive, let alone the 1361, the Railroaders' Memorial Museum was born on a plot of downtown ground adjacent to Conrail's ex-PRR New York-Chicago main line. Begun about 1980, the museum originated as a community-based project. When the State Museum Commision decided in the 1960s to locate its railroad museum (with the PRR steam locomotive collection, including the only other surviving K4, No. 3750) at Strasburg rather than Altoona, area residents mounted an effort of their own. Eventually, the facility acquired such rolling stock as GG1 4913, Standard Steel Baldwin VO1000 6712, a Berwind-White Coal Mining Co. 0-4-0T, steel magnate Charles M. Schwab's ornate private car *Loretto*, and several PRR passenger cars.

With the city's Juniata Shops having built more than 6,000 steam locomotives, the museum board, under the direction of Chairman A. Raymond Goodman, began seeking to acquire or hold some interest in a PRR steam engine. They came close to getting I1sa 2-10-0 4483, which had been displayed at Wilmerding, Pa., since the 1960s, but owner Westinghouse Air Brake ultimately donated it to another group. For a while, the museum entertained the possibility of co-sponsoring the restoration of Long Island Rail Road G5s 35, a Juniata-built engine, but withdrew from that effort.

Viewing the deterioration and vandalism that was occurring to the 4-6-2 on the mountain, some board members wondered aloud whether the 1361 should be brought down to the safety of the museum. Board member Dick Charlesworth was one of the earliest to recognize, in a letter to the editor of the *Altoona Mirror*, that the retirees who could appreciate the K4 were growing too old to climb the stairways to reach the trackside park at the Curve, and that younger visitors had little idea what it was or what it meant.

Money, of course, is what drives most preservation decisions, and the museum, like many, did not have an abundance for new projects. But another board member, State Representative Richard A. Geist, shared the vision of removing the 1361 from the Curve and was able in insert two $50,000 appropriations for restoration into the state budget, along with $200,000 worth of workfare labor. In addition, because his district has a large Conrail-employee constituency, he has strongly supported Conrail in the state legislature and personally appealed to Conrail Chairman L. Stanley Crane for help in moving the K4.

With considerable assistance from Conrail, the 1361 was brought back into Altoona on September 16, 1985, and placed in the museum yard (see "The Liberation of K4 1361," January 1986 R&R). Two weeks later, Crane was the main speaker at the museum's fifth aniversary celebration, during which he christened the 1361 and said he hoped it would run again under steam. Named chairman of the K4 restoration committee, Geist asked the board for, and was granted, general authority to negotiate with Crane on the museum's behalf. The K4 remained at the museum until May 1986, when it was taken to Conrail's Altoona Car Shop where the railroad made available shop space, overhead cranes, materials, tools and other support. As is generally the case when a museum-supported steam project seeks a home on railroad property, several shop unions agreed to allow volunteer work to take place there, clearing the way for exploratory investigation. Roy G. Price of Altoona, a PRR employee from 1946 to 1957, was named project director. Having fired and run steam engines, including K4's, and having worked as a brakeman, he'd served on the Cleveland, Pittsburgh and Middle divisions. Price, Geist and Roy Hunt, (an engineer for the Everett Railroad) formed the restoration committee.

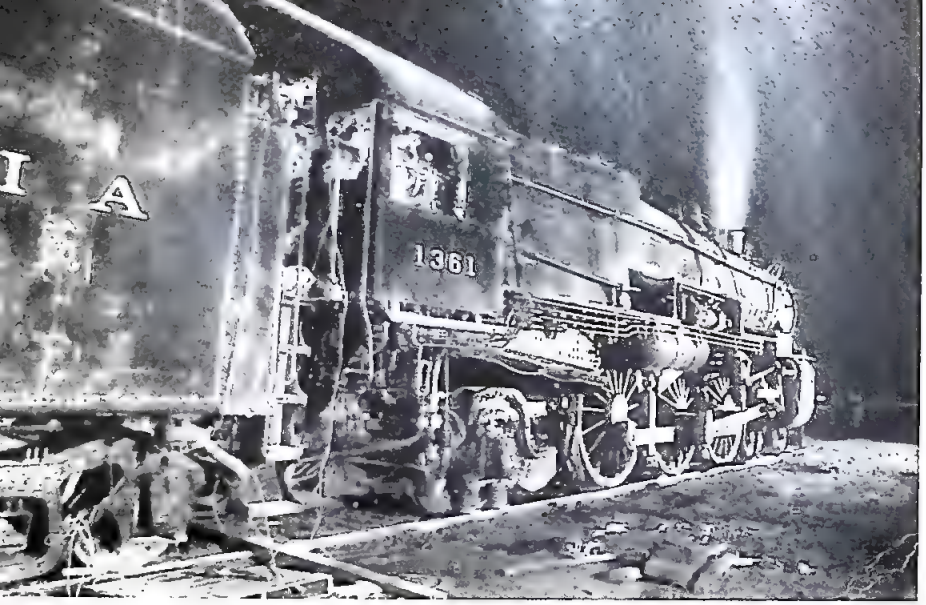
MARC S. BALKIN

ON MARCH 18 the wheels and over hauled axles were put back under 1361.

Restoration begins

Disassembly of many key parts and removal of appliances began in an effort to evaluate their condition. In June 1986, Doyle McCormack of Portland, Ore., who is widely known for his work with Southern Pacific *Daylight* 4-8-4 4449, traveled to Altoona to render judgement on the suitability of the 1361 to be returned to active service. After spending a day poking around, thought, under and over the engine, he drafted a report that proclaimed the K4 to be sound and restorable, despite its 28 winters on the mountain. Two months later, he was hired as a full-time consultant and took a leave of absence from his job as an engineer on SP between Portland and Eugene, Oregon.

From August through December 1986, the engine and tender were rapidly torn down, and parts were repaired on the spot, replaced, machined or farmed out for renewal. The 4-6-2 became an 0-0-0 as the frame was jacked up onto cribbing and the wheels, trucks and drivers were pulled out for work. One of the strongest recommendations McCormack made was to convert as many friction-bearing axles as possible to roller bearings, to reduce the potential for bearing failure on the road. The lead truck was already equipped with roller bearings, having been changed under a PRR program begun in the 1940s; the trailing and tender trucks were converted as a local contractor, Olympic Railway Service & Machine Co., coordinated the donation of axles, wheels and bearings from several of its suppliers. (In the course of the project, many other corporate, private and in-kind donations were recieved; final restoration cost has not yet been totalled.) The three 80-inch driver sets and their bearings were trucked to Westinghouse Electric Corp. in Pittsburgh for turning, truing, polishing and repair of cracks. Nearly 300 boiler tubes, or flues, were removed and replaced, one of the most arduous aspects of the project. New boiler jacketing was applied. The PRR class 130-P-75 (13,000 gallons of water, Passenger, 75-inch deck height) tender was sandblasted. McCormack's tool car, *Yes Dear*, a former UP baggage car painted in *Daylight* red and orange, was moved from Portland to Altoona to aid the work.



JIM BOYD

Besides local help from Conrail employees, retired railroaders and non-railroaders alike, volunteers came from geographically diverse places to help with the job—from other states such as Missouri, Wisconsin and New York, as well as from other parts of Pennsylvania. A steady source of help came from what became known as the "Northumberland Group," many of whom hail from the Williamsport-Lewisburg-Northumberland-Sunbury area and most of whom are members of the Central Pennsylvania Chapter NRHS. Board member Jack Hatch was named chairman of an operating committee, which would accept responsibility for the engine as soon as restoration was complete.

In October 1986 the boiler underwent a hydrostatic test and passed, holding a pressure of 257 p.s.i. (operating pressure is only 205 p.s.i). Paul Hoerath, a Conrail mechanical engineer, and Bill Withuhn of the Smithsonian Institution, collaborated to calculate specifications needed to file a new federal Form 4 boiler certification—the document Withuhn refers to as 1361's "birth certificate."

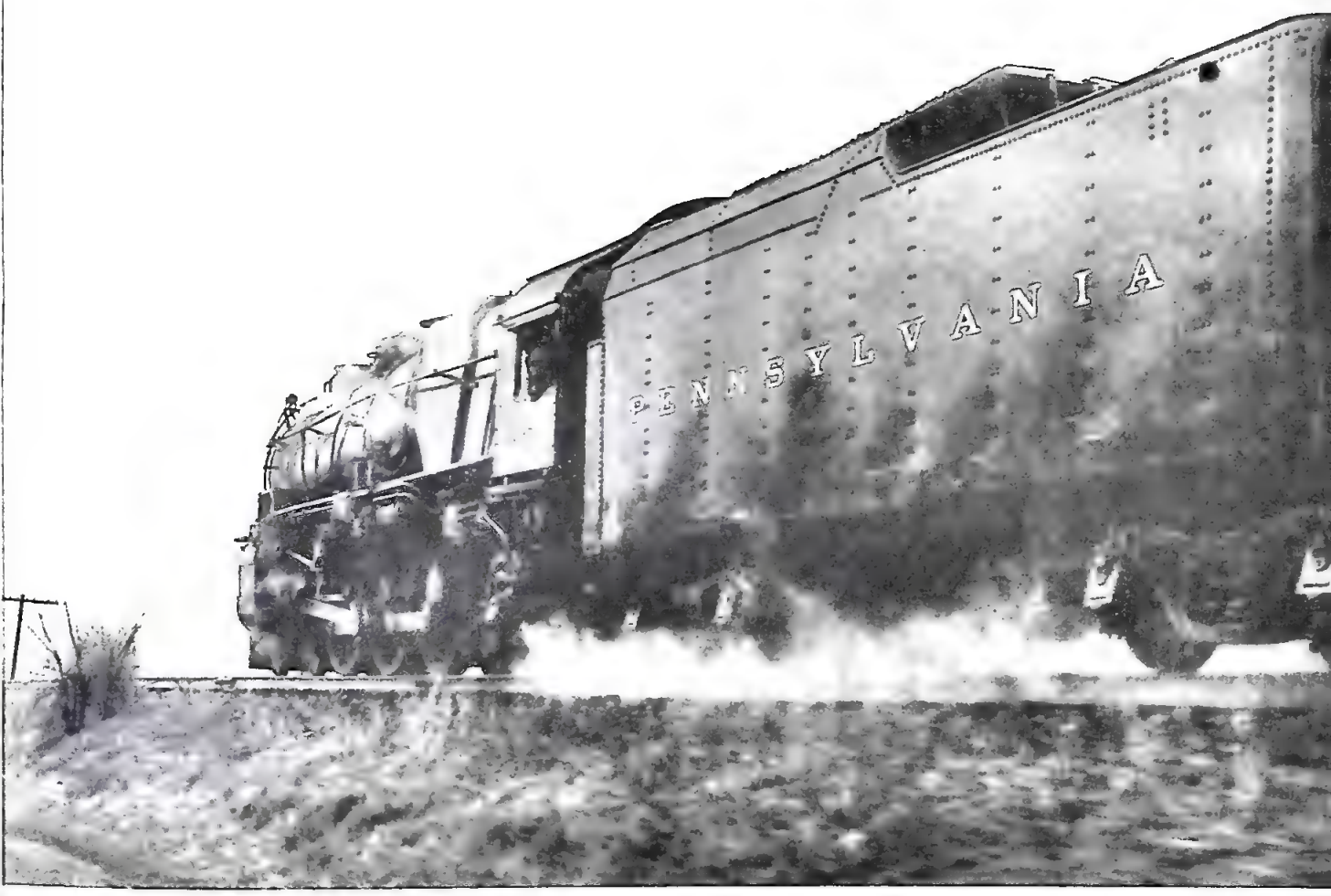
A debate erupted over the locomotive's front appearance, with some board and crew members lobbying for the earlier (1930s-'40s), cleaner, more pleasing front-projecting headlight design, with the generator mounted atop the boiler and no protrusions from the smokebox. Others said it would be easier to keep the status quo (headlight atop the boiler, generator and platform projecting from smokebox) even though the "modern" look is more cluttered. Besides, they said, that is the way the engine looked in its final days of service and on Horseshoe Curve. This view prevailed, although, as with Nickel Plate 2-8-4 765 in its many recent headlight/Mars light variations, the arrangement could be changed in the future. While the headlight, generator and chin platform would be a relatively easy change, it would be a major undertaking to replace the modern sheet-metal pilot with a 1930s horizontal-slat version. Replacing the built-in drop coupler would require heavy rebuilding of the draft gear.

With Conrail under close scrutiny as the federal government's proposed sale of the carrier approached, local shop management had to walk a thin line in judging how much help could be offered and when, but John R. Nussrallah, general mechanical superintendent of the Juniata locomotive shop, proved support and encouragement throughout the project. Among the many jobs performed by Conrail were machining of the crosshead guides, turning the piston rings and rebuilding the air brake system. Work slowed in the deepest part of winter, however, as the open-ended and otherwise vacant shop building became too cold to work in, and McCormack returned to Oregon for a few months. He resumed work in Altoona the first week of March 1987, and progress began to accelerate.

The Final Stretch

The locomotive was lowered onto its drivers on the morning of March 18, 1987. A week and a day later, Conrail stock was traded on the New York Stock Exchange, bringing the carrier into the private sector and marking the

TWO PHOTOS, MAX WALLACE



THE IMAGE of a K4 in action was impressive on April 12, even though the speed was about 25 m.p.h. en route to Bellefonte on the Nittany & Bald Eagle. Marc Balkin's video lights illuminated the scene (top left) at the Altoona shop on Friday night.

first time in nearly 17 years that the successor railroad to PRR was not bankrupt or in government hands. Things were looking up both in Altoona and in company headquarters at Six Penn Center, Philadelphia. K4 1361, symbol of the railroad that had paid the longest string of unbroken dividends in history (more than 120 years) was within a few weeks of its own rebirth.

In recognition of McCormack's employer back in Oregon and of the relatively short time is took to restore the 4-6-2, someone chalked "Sudden Pacific" across the front of the K4's smokebox platform. From this point on, rebuilt fittings, valves, appliances and other devices began to be reattached at a rapid rate—tasks collectively known as "finishing work."

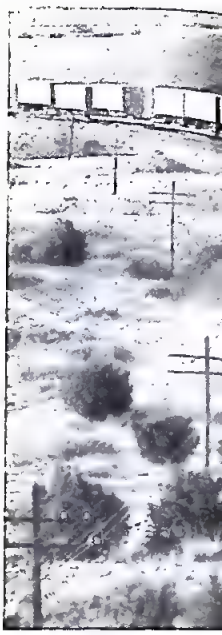
In one of the more remarkable footnotes to the restoration story, volunteer worker Jeff Pontius found some abandoned PRR firebrick in the deserted (and now demolished) Northumberland roundhouse. While some of the brick for the firebox was cast in place, the toe brick that he found fit perfectly along the sides.

Cab signals were provided by Conrail, with two sets of detectors installed so that signal indications could be picked up from track circuits regardless of the direction of travel. Concurrently with the work on 1361, two former-DL&W m.u. cars owned by the Horseshoe Curve Chapter NRHS were moved into the Altoona Car Shop and were cleaned, reglazed and repainted in anticipation of a test run. Enthusiastic, Conrail's chairman made observation/business car No. 10 available for the run.

The engine and tender were prepared and painted during the first week of April, and test trip dates were set for the weekend of April 11-12. In consultation with CR Allegheny Division Superintendent Gary M. Spiegel, a route and tentative schedule were set: Altoona to Tyrone over the former PRR main line and onto the former Bald Eagle Branch

(Continued on page 52.)

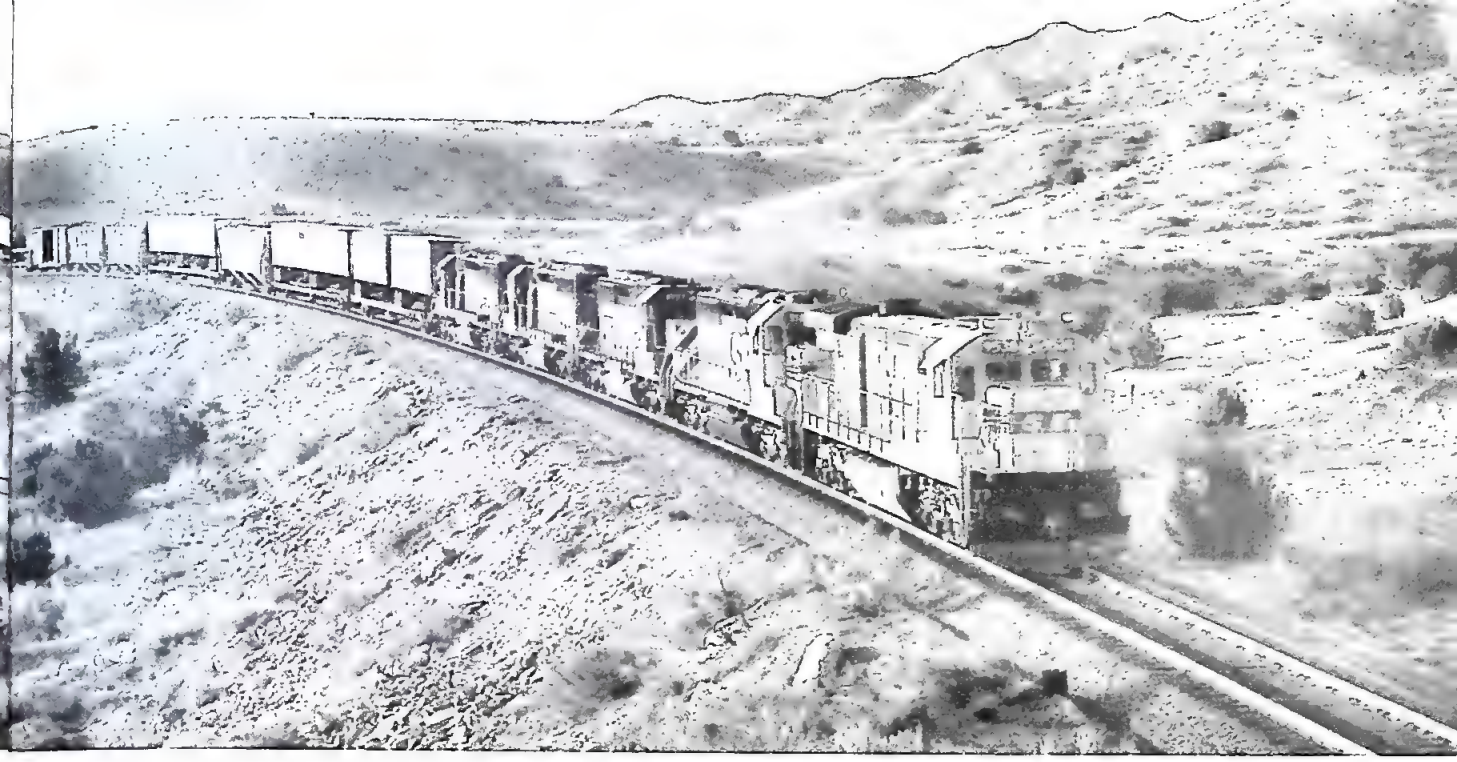
PHOTOGRAPHY MIKE MARTIN



Abo Canyon

Winding its way past a 10 m.p.h. slow order protecting a crew working on a troublesome cut at the east end of Abo Canyon, Extra 5167 West has a pair of SD40-2s, an SD45-2, SD45 and SD40 howling in a symphony of dynamic brakes. Their long intermo-

AN EASTBOUND 975 TRAIN, carrying perishables and canned goods from the San Joaquin Valley, is leaving Abo Canyon as it approaches the west end of Scholle Siding. This view is from the U.S. Highway 60 overpass. SD40-2 5149 has a cowl unit in its consist of five six-motors. Two "Kodachromes" (top right) lead three Burlington Northern SD40-2s on an eastbound intermodal between Sais and the bridge at the west end of Abo Canyon. The SF units are an SF30C and SD40-2. At the second bridge from the west end of the canyon (right), an SD45R and upgraded SD45-2 team up with a pair of SD40-2s on a westbound 188 train.



Action at Abo

by Mike Martin

dal freight is tiptoeing down the 1.25% grade between Scholle (pronounced Show-lee) and Sais (pronounced Size), on the First Subdivision of the Santa Fe's New Mexico Division. This segment of CTC-governed main line is part of the "Belen Cutoff," created just after the turn of the century, when the tough 3+% grades on the original Kansas-California line over Raton Pass became a bottleneck complicated by increasing traffic levels, a lineup heavily-laden with passenger trains and the requisite helper moves.

The Belen Cutoff

The 240-mile Belen Cutoff stretches from Texico, on the New Mexico side of the Texas border, to Dalies, ten miles west of Belen, N.M. In the territory overseen by the "Clovis west end dispatcher," operating out of the recently-upgraded Division Operations Center in Clovis, N.M., there is a 20-mile section westward from Mountainair to Sais Siding that challenges the Santa Fe's best "throttle jockeys." To the north are the Manzano Mountains and to the south the Los Piños Range. The toughest part is from Sais Siding east to Scholle, 5.6 miles that include seven major bridges crossing the usually dry Abo Arroyo, numerous rock slide detectors, steep canyon walls, lots of curvature and the aforementioned 1.25% grade. Sans tunnels, the canyon is a model railroader's dream—and a flange grinder in reality. It is also home for cactus, piñon pines, jackrabbits, range cattle, lizards, hawks and a few varieties of snakes, not to mention the forgotten sights and sounds of Santa Fe's past that we will never know.

The story of the Belen Cutoff began unfolding in the late 1870s, when Santa Fe President Thomas Nickerson had Survey Engineer (later Construction Engineer) Lewis Kingman search for a route connecting the envisioned lines from the Gulf of Mexico with the West Coast, bypassing Raton Pass and providing a much more direct route. Kingman's findings revealed that the best route was through Abo Canyon, about 27 miles east of Belen, linking Texico with Belen, then Dalies to the west. The plan, however, was shelved as the national economy seesawed in the post-Civil War decades prior to 1900.

During his tenure as president of the AT&SF (1895 to 1920), Edward P. Ripley pursued the concept of a route between Texas and western New Mexico. An updated survey confirmed Kingman's earlier findings, and the first step towards constructing the Belen Cutoff was made in 1901 with the purchase by Santa Fe of the Pecos Valley & North Eastern. The following year Santa Fe incorporated the Eastern Railway of New Mexico for the purpose of building a line from Texico to Belen, a distance of 240.11 rail miles.

A construction contract was awarded to B. Lantry & Son in 1903. The Strong

EIGHT GP50S thread a westbound 199 onto the single track beneath the U.S. 60 bridge as it departs Scholle Siding after meeting an eastbound. Breezing downhill on the straightaway (top right) between Sais and Becker, three SD40-2s, a C30-7, an SD45 and a cowl unit are using their dynamics to keep an intermodal consist within the 70 m.p.h. speed limit. Incidentally, Abo Canyon is pronounced either AY-bow or AH-bow, depending on who you talk to. Belen is pronounced Buh-LEN.

City, Kansas, firm utilized as many as 300 men to build through Abo Canyon, requiring a steady stream of supplies hauled by 75 wagon teams from Belen to work sites. Another finanical panic temporarily halted work on the line, but it resumed in August 1905. Prior to the interruption, 20 miles had been laid east from Belen. The line finally went into service on July 1, 1908, and was fully absorbed into the Santa Fe system on February 1, 1912.

Upon completion of the Belen Cutoff, newspapers heralded the feat by writing that Santa Fe had spent millions of dollars to avoid less than one quarter mile—but that the quarter mile in question was straight up!

Trains with familiar names like *The Scout*, *The Missionary*, *The San Francisco Chief*, *The Grand Canyon*, *The California Limited* and mail trains Nos. 7/8 used the Belen Cutoff, which is one of lowest elevation railroad routes across the Southwestern tier of states During World War II, the intensity and volume of rail movements forced Santa Fe to install Centralized Traffic Control (CTC) in 1943 and 1944, at a time when the railroad's 2900-class Northerns, 3800-class 2-10-2s (Santa Fe type, of course) and 5001-class 2-10-4s worked together with FT diesels and E units to move troops, military hardware, civilians and goods to and from California.

Contemporary operations.

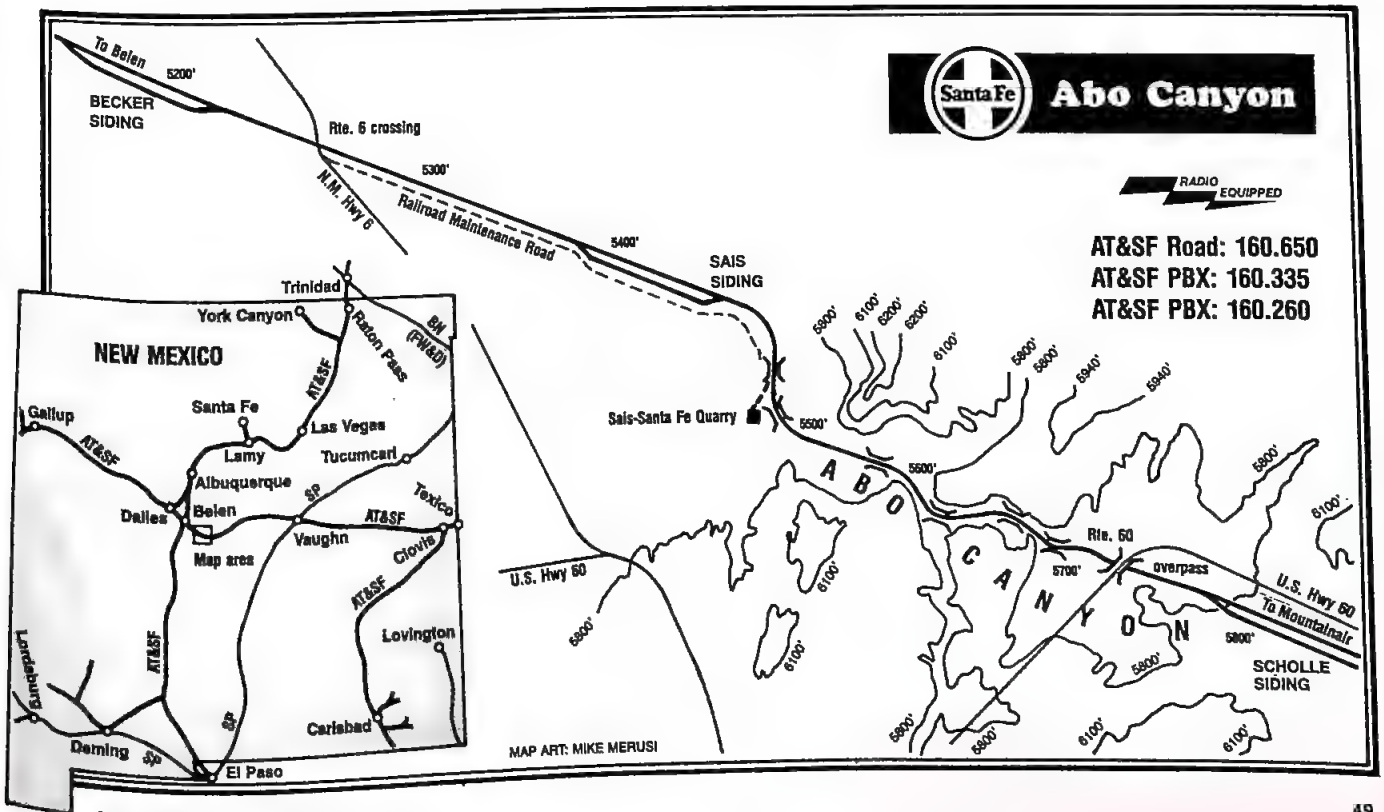
During 1986 traffic volume over Santa Fe's "transcontinental" main line route averaged about two dozen trains each day, down from the boom period of the later 1970s and early 1980s, but up considerably from the recession years of 1982-1984. Since Abo Canyon is on a mostly single track segment of the First Subdivision, trains are often held at Sais or Scholle while others make their way through the canyon. Sais is an 8,465-foot siding on the west side of the canyon, where eastbounds are held and westbounds sometimes head in to allow trains with hotter symbols to overtake and get around them. Scholle is where double track begins going eastward for about eight miles from the east end of Abo. Westbounds are often held at Scholle for eastbounds. There are no sidings in the 5.6 miles between Sais and Scholle, which sometimes creates a bottleneck as trains converge on Abo Canyon from both directions.

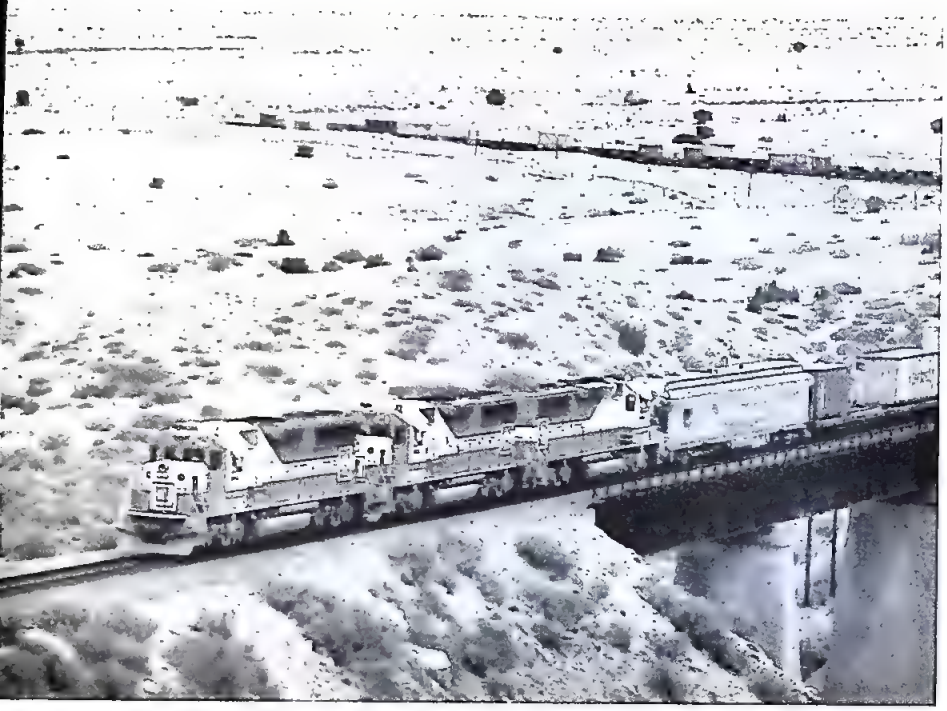
West of Sais is Becker Siding, also heavily used, especially if a fleet of westbounds clog the canyon, backing up eastbounds that have been released from Belen. Train speeds are determined by the tonnage being hauled, length of train, loads versus empties, etc. Westbounds descending through Abo Canyon are restricted to 35 m.p.h. between Mountainair and Becker if they exceed 6,000 tons. Eastbound trains are restricted to 45 m.p.h. if they

exceed 7,000 tons, and trains going either way are restricted to 45 m.p.h. if they exceed 90 tons per car. Otherwise, speeds are 55 m.p.h. for conventional trains or 70 m.p.h. for intermodals. However, even trains that are loaded with power have a hard time ever getting up to 55 m.p.h.—let alone 70 m.p.h—on the eastbound ascending grade. On the 1.25% descent however, 70 m.p.h. can be reached almost effortlessly from Sais westward to Belen.

Locomotive consists are dominated by high horsepower four and six axle units. Occasional visitors include Union Pacific and Southern Pacific locomotives, with Burlington Northern power frequently found on the 698 and 856 trains between L.A. and Avard, Oklahoma. On Santa Fe's hottest trains (the 991 and 199 between Chicago and Richmond, Cal., and the 891 and 198 between L.A. and Chicago) the railroad has put together sets of GP40Xs, GP50s and B36-7s in solid sets and combinations. Use of the four-axle high-horsepower units is not restricted to these trains, nor do they always have such power, though the Santa fe has made an attempt to dedicate these locomotives to specific trains.

Everything from cowl units to SD45Bs, B39-8s to remanufactured U36Cs (SF30Cs) and C30-7s to SD40-2s are running through Abo Canyon. The entire region is not low horsepower territory, and "small" units are rare, though occasionally seen. The GP7s, GP9s and GP20s that frequently hold





EMD GP60 DEMONSTRATORS lead an eastbound 881 train across the bridge at the west end of Abo Canyon; note the Santa Fe test car behind the units. A Kodachrome B36-7, two GP50s and a GP40X (right) are seen from the same spot with a 991 train. A caboose brings up an eastbound military container train (below) on the same bridge.

main line assignments on the plains of Texas and Kansas would do well to pull themselves through Abo Canyon, much less tug revenue tonnage!

From the hills surrounding the most westerly pair of bridges, just east of Sais, the view westward extends almost to Belen, and trains can be seen 15 or 20 minutes away. Radio communication between trains, work gangs, track supervisors, Belen Yard and the Clovis dispatcher's office is brisk when trains are in the area. A hand-held scanner will pick up the Winslow First Sub dispatcher calling trains west of Belen and Isleta, and in most cases it will pick up the trains calling the dipatcher. The Clovis "west end dispatcher" and "CC" (communications coordinator) seem to keep information flowing smoothly between mobile units, work gangs and trains. Santa Fe's road frequency (160.650) is the most active, although a pair of PBX frequencies (160.335 and 160.260) fill informational gaps.

During late mid-1986, work crews west of Scholle, in the east end of the canyon, were busily pounding away at a mountainside that was threatening to cave in on the main line. The mountains are composed of a shale rock that seems to be very unstable, crumbling over the years and posing a constant threat to railroad operations—as evidenced by the numerous slide detector fences near the east end of the canyon.

During summer and fall flash floods, torrents rush through the canyon, winding past the seven bridges and then spilling onto the desert rangeland south of Sais Siding. Before slide detectors electronically guarded the main line, stone and/or wood guard houses scattered throughout the canyon were occupied by railroad-employed watchmen. Where semaphores once controlled train movements through Abo Canyon, there are now searchlight-type block signals taking up the sentinal role.

Railfanning Abo

It is May 1986. Cajon and Tehachapi are familiar favorites, and I have photographed Franklin Cayon, Crozier Canyon, Canyon Diablo, Apache Canyon, the Arizona Divide and other points too numerous to mention—all on Cyrus K. Holiday's railroad. Abo, however, has remained a mystery to me, and probably most other Santa Fe enthusiasts. It is time to find out why, and learn about this place in central New Mexico. After all, it couldn't be any more challenging than standing at Ash Hill in California's Mojave Desert in August waiting for an eastbound freight—or could it?

Inexpensive airline flights, reasonable car rental rates, some advanced reservations at a well-known inexpensive national hotel chain and dropping gasoline prices were like a long line of green block signals standing out in the Southwestern desert night. Temptation ruled...again! After about three minutes of discussion with a couple of good friends, our fates were sealed. Meet Dick Schleicher, Captain in the United States Navy, commanding the Naval Training Center in San Diego; Steve Dunham, metallurgist for McDonnell Douglas in Long Beach; and your truly, Santa Fe Southern Pacific Corporation public relations special representative in Los Angeles.

With maps, car keys and Kodachrome firmly in hand at the Albuquerque International Airport, what affectionately became known as the "Abo '86 Expedition" began on Tuesday, May 20, 1986. Arriving in the afternoon, we made a decision to check out the canyon's west end, just to acquaint ourselves with the roads and get our bearings. Rolling south on I-25 from Albuquerque, the easiest way to get to the canyon's west bridge is to take New Mexico State Highway 6 southeast out

of Belen. In about 15 minutes the tracks will be converging on the road from the right, with Highway 6 crossing the tracks between Becker and Sais Sidings. Turn onto the maintenance road on the south side of the tracks and head east. You will be on the maintenance road for about three miles before coming to the first bridge, which is the only four-pillar bridge of the seven in the canyon (five have three piers and one has two).

At the east end of the bridge is track leading off to the Sais-Santa Fe Quarry, also known as Sais Crusher, which once supplied ballast to the railroad but has been abandoned for decades. There are still sections of rail from 1882 and 1883 in place amongst the weeds. Three tracks, including crossovers, entered the quarry area. The huge pits from which ballast was removed are impressive reminders of the once-busy operation. There are also skeletal remains of a Jackson & Sharp passenger car built in Wilmington, Delaware, in 1881. The wood car was intact until someone torched it several years ago.

From the west end of the first bridge to the west end of Scholle it is hiking country, with no vehicular access. We quickly learned that drinking water is non-existent, and that even spring sunshine can bake you to a golden brown most fast food chains would like to bottle and sell on their french fries and onion rings. In other words, it is hot, it is dry, and anyone planning to photograph Abo Canyon should be prepared for the climate and terrain. During winter months snow occasionally blankets the entire region—and would have been refreshing for five minutes every hour or so when we were there. Then again, the trains look good in sunlight.

Although we never saw nor heard any snakes, we were assured that Abo Canyon is home to many. Besides the three of us, the passing train crews and some range cattle, very little that wasn't wind-blown moved around in the canyon during the hot days we were present. If you are a hiker and/or climber, there are many good vantage points from which photos can be taken. Good hiking shoes are essential, and a water container, suntan lotion, a hat, a scanner, maps and all the common sense you can round up are recommeded. And always think *Safety First!*

During a three-day period that included approximately 17.5 hours of trackside train watching in Abo Canyon, we photographed 30 trains. Had we been at the canyon at the crack of dawn we could have upped that figure up to 40 trains, since we saw and heard about numerous trains that got by us heading west. Redemption is knowing that there will be ample trains during the remainder of the day. The fleet seems to run in the morning and late afternoon hours, with a mid-day lull. Wednesdays through Sundays are the best volume days due to the freight patterns throughout the Santa Fe system and its connecting carries.

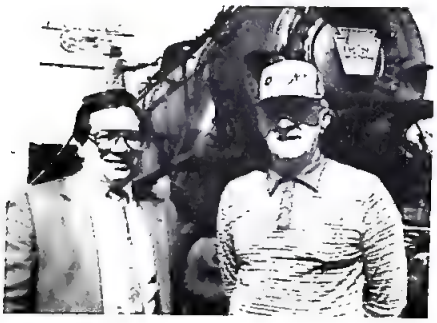
In early 1986 there were still many trains with solid sets of blue and yellow locomotives. However, when we took our late May trip, there were over 200 Santa Fe units in the post-merger scheme (by the time they stopped painting them in late July 1986, there were 320 red and yellow Santa Fe units). On the 30 trains we recorded, six had red and yellow units on the point (SF30C 9538, C30-7s 8155 and 8032, B36-7 7486, SD45-2 7212 and SD45 5335). Five consists were solid blue and yellow. Two had BN power, one had a red and yellow SP SD40R (7310), one had GP39-2 3670 on the point, and one had a consist of EMD GP60 demonstrators (5, 6 and 7). About half of the trains we observed did not have a caboose.

So for fun in the sun, lots of trains, brightly colored locomotive consists and some fascinating scenery, Abo Canyon just might be what you need in 1987. And if you haven't tried sopa pias, you haven't lived. Find a Mexican restaurant in Albuquerque that serves them and your trip will be complete, since they are as rare and as good as a Santa Fe passenger F7! ⊂

Santa Fe **Abo Canyon**

THREE PHOTOS JIM BOYD

SOME OF THE PEOPLE responsible for the rebirth of the 1361 include Doyle McCormack and Bill Gardner (**top left**), Assemblyman Rick Geist (**top right**), Conrail Locomotive Shop Superintendent John Nussrallah (**below left**, left) and Project Director Roy Price and scores of volunteers like Jeff Pontius (**below right**).



MIKE DEL VECCHIO

to Vail (about three miles north/east of downtown Tyrone). There, the train would leave Conrail and enter the tracks of the short line Nittany & Bald Eagle. Once on the N&BE and clear of Conrail's insurance requirements, invited guests (mostly restoration volunteers and museum board members) could board. The movement would continue northeast on the former-PRR Bald Eagle Branch to Milesburg and then via the former Bellefonte Branch to Bellefonte. These lines are together operated as the Nittany & Bald Eagle, owned and jointly managed with the North Shore Railroad (former DL&W Northumberland to Berwick, Pa.) by Dick Robey, a former Pittsburgh & Lake Erie official. A wye at Bellefonte would allow the engine to turn for the westward move. Spiegel personally inspected the route on a hi-railed truck.

Thursday, April 9

Steam-up day arrived. About 5:30 p.m., the locomotive was pushed outside to be loaded with coal and water. For the first time, area residents got a look at their rebuilt machine, shining in its "Brunswick green" paint (no, the 1361 is not *green* like the green GG1s; this Brunswick green is a slightly warm black in contrast to a hard glossy black like the SP 4449's Imron jacket). With the gold letters PENNSYLVANIA popping out across the tender's side and the blazing-red keystone number plate contrasting against the dark graphite smokebox front, the 1361 looked like something right out of a Don Wood photograph.

To provide an experienced steam crew to help teach the volunteers how to handle a live locomotive, McCormack brought in some of his 4449 crew: George Lavacot and Gary Oslund from Oregon, Jack Wheelihan and PRR veteran Bill Gardner from Chicago, and Dick and Susanne Yager from Milwaukee. The museum's scheduled board meeting was opened in the lunchroom of the K4 shop. As the meeting began, McCormack appeared and announced that "At 8:08 p.m., fire again graced the grates of the 1361." Cheers went up.

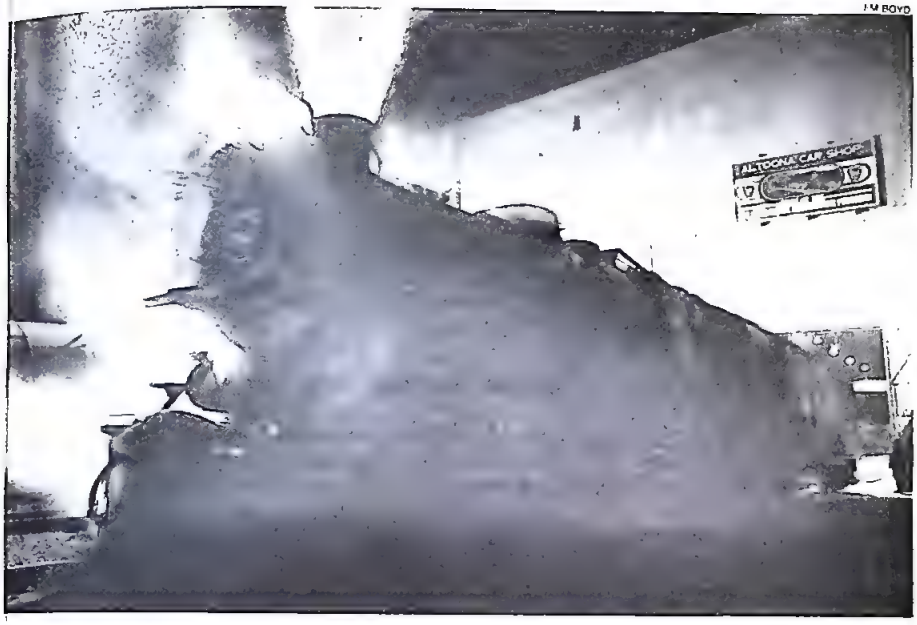
At 10:30 p.m. Thursday, full pressure was reached and the safety valves lifted for the first time. Until they were adjusted, they sounded like fluttering pressure cookers; they had not been calibrated under steam. The whistle was blown, but it, too, sounded abnormal, as two of the three chimes blew normally, while the third overblew and screeched. A disc in the throat of the whistle had eroded through use back in the 1950s. Regardless, simply testing the whistle at between 10:40 and 11:30 p.m. brought scores of visitors out of their homes; they knew instantly what the sound was and what it meant. Lining up at the fence along Chestnut Avenue, they peered though at the K4, which was illuminated by work lamps.

Friday, April 10

This day was scheduled for break-in running within the shop complex and a public display, but a series of setbacks compounded delays. The boiler had to be cooled down twice. The blowdown valve (used for expelling sediment from the mud ring around the base of the firebox) failed for stripped internal threads. The valve was machined and reinstalled by 2:00 p.m., and the fire was built again. But the valve would not seat properly and leaked again; the crew decided to plug it temporarily, as it was not crucial to safe operation. Other details were cleaned up. Leaks in the tender were welded. Air brake and wiring work continued. Conrail pipefitters, electricians and air brake technicians showed up to help out. The faulty whistle was removed; Roy Hunt had another PRR passenger whistle, which produced a tuned, chilling chord that cut straight to the soul.

As the late afternoon sun brightly illuminated the K4—and its just-applied and still rust-colored cylinder head covers—the highly polished bell was

JIM BOYD



BATHED IN STEAM, the 1361 is just moments away from moving under her own power for the first time in nearly 30 years. The move came at 8:57 p.m. The next morning the 1361 was easing through the crowded street trackage in Tyrone (below left).

placed ceremoniously atop the boiler and snugged into place by Theresa Wilt, a Conrail employee and museum board member who had helped lead local fundraising efforts. The nearly full moon rose in the sky as a trace of black smoke began to drift eastward across the main ine where a constant parade of Conrail freights provided a diversion for the spectators. After dark, Marc Balkin on Mark I Video, who had been documenting the restoration effort for months, set up an array of video lights and invited the assembled photographers to partake of his set-up for time exposures.

Saturday, April 11

Initial plans had called for testing and display at the shop on Friday and test running on the Nittany & Bald Eagle on Saturday and Sunday, but Friday's delays had pushed the schedule back one day and cut the N&BE running from two days to one. If the test run to Bellefonte could not be made on April 12, it would have to wait for two weeks to avoid the Easter holiday weekend. Again, however, detail after detail sapped hours of time and attention. Board Chairman Goodman took a philosophical view: "The way I look at it, we're like NASA; we hold for delays till we resume the countdown." Work continued throughout the day, and with steam up to run the pumps and turbogenerator, final adjustments were made on the air brake and electrical systems.

Night fell. More delays. Hope ebbed that the run would go as scheduled. Then suddenly, everthing was set. Tension enveloped the crowd as the reverse gear was cycled back and forth; movement was imminent.

At 8:57 p.m., McCormack eased the throttle back and the engine slipped forward a bit, allowing the chocks to be withdrawn from the drivers—and drenching Jim Boyd, who was taking photos downwind, with a heavy eruption of wet, black soot. A minute later, the 1361 moved under its own power for the first time in three decades. Pennsy steam was alive in Altoona!

To applause, the engine backed through the car shop, and pulled out into the yard east of the building. As if on cue, Amtrak's westbound *Broadway Limited* appeared from the east at 9:05 p.m., and in a poignant exchahge, the K4 and the F40 with its five-chime horn saluted back and forth. Over the train radio, the young Amtrak engineer, who helped with the project, greeted them, "This is Harry. To the crew of the 1361, have a good evening."

The 1361 was backed to the turntable east of the massive brick erecting shop in which it had been built in May 1918 and was turned so it would be correctly pointed east for the next morning's road test.

Even in the darkness, residents crowded the fence ouside the turntable, five deep in places. Some shouted "Go, Altoona!" Such fervor, not always evident during slower chapters of the project, was coming to a head. But that shouldn't be too suprrising in a town that boasts a restaurant with a "K4 Banquet Room" and an FM radio station fielding the call letters "WPRR."

Test-running on yard trackage at night wasn't considered optimal, nor

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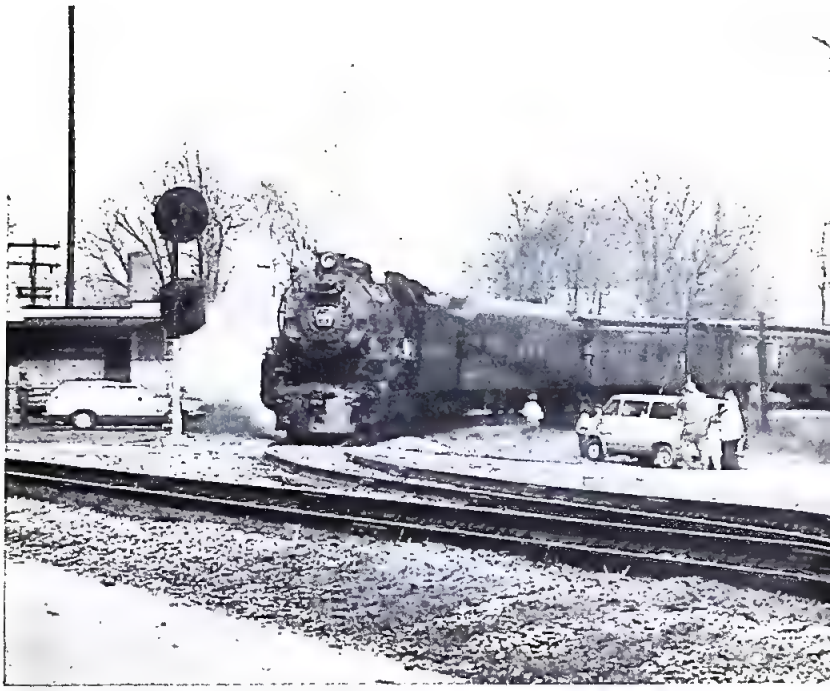


THE SUN BROKE THROUGH as the 1361 rounded the connection from the Bellefonte branch to the old Bald Eagle main line at Milesburg on Sunday afternoon on the Nittany & Bald Eagle. Returning from Tyrone to Altoona, the K4 met an eastbound pig train in the middle of Bellwood (below) on the Conrail main line.

would it have allowed much visual inspection, so the 1361 returned to the car shop for the night. The only problem with the engine was a glitch in the stoker which rendered it unuseable, but the decision was made to hand fire for Sunday's test run (after all, the K4s were designed to be hand fired and only later equipped with stokers).

Sunday, April 12

Shortly after 8:00 a.m., Conrail SW7 9069 pulled tool car 5811 and Horseshoe Curve Chapter coaches 105 and 103 out of the shop and coupled on Conrail office car 10 (already boarded by Conrail officials and guests, including Federal Railroad Administrator John H. Riley, who is a friend of Geist's). Then Conrail GP15-1 1647 and GP38-2 8262 pulled all four cars back as the K4 emerged from the car shop, with McCormack as engineer and Conrail Road Foreman Jay Kivowitz as pilot. With the 1361 on a running track adjacent to the main line, the two diesels shoved the consist against the tender. The air hose connections were made, and at 9:07 a.m., the engineer of the diesels radioed to the K4 crew: "Okay, 1361, you've got the train."

On the Main Line

The K4 moved out onto No.3 track and rather quickly accelerated past the Eighth Street bridge, the first public viewing spot. Cheers arose from the packed sidewalk. With the red-and-orange tool car tucked behind the tender, the *Juniata Daylight* was under way.

The 1647-8262 diesel duo was not finished with the K4, however. Stanley Crane, unable to attend the event, directed that a video tape of the proceedings be made and carried that evening to Philadelphia, so that he could show his Monday executive meeting the results of the weekend. A Conrail cameraman was on the rear platform of the diesels, which preceeded the special by some 50 yards on the No.2 center main track. The K4, on the left No.3 track, stopped once on this leg for a check of bearings and crossheads. Everything was normal. At Tyrone, the train left the main line and threaded borough streets on its way to the Nittany & Bald Eagle interchange. With its continual whistling, the 1361 kicked up so much attention that an entire church congregation adjourned from Palm Sunday services to the front steps to watch the past steam by.

Reaching Vail, the interchange point, the train stopped to board passengers on the two coaches and then pulled away on N&BE rails at 11:02 a.m. with Wayne Laepple, general manager of the N&BE/North Shore, as pilot.

The train steamed northeastward though the valley in a medley of drizzle and fog, emptying another church at Port Matilda and scattering cows and sheep that were accustomed to the quieter, simpler passage of the N&BE's

LEROY CARPENTER

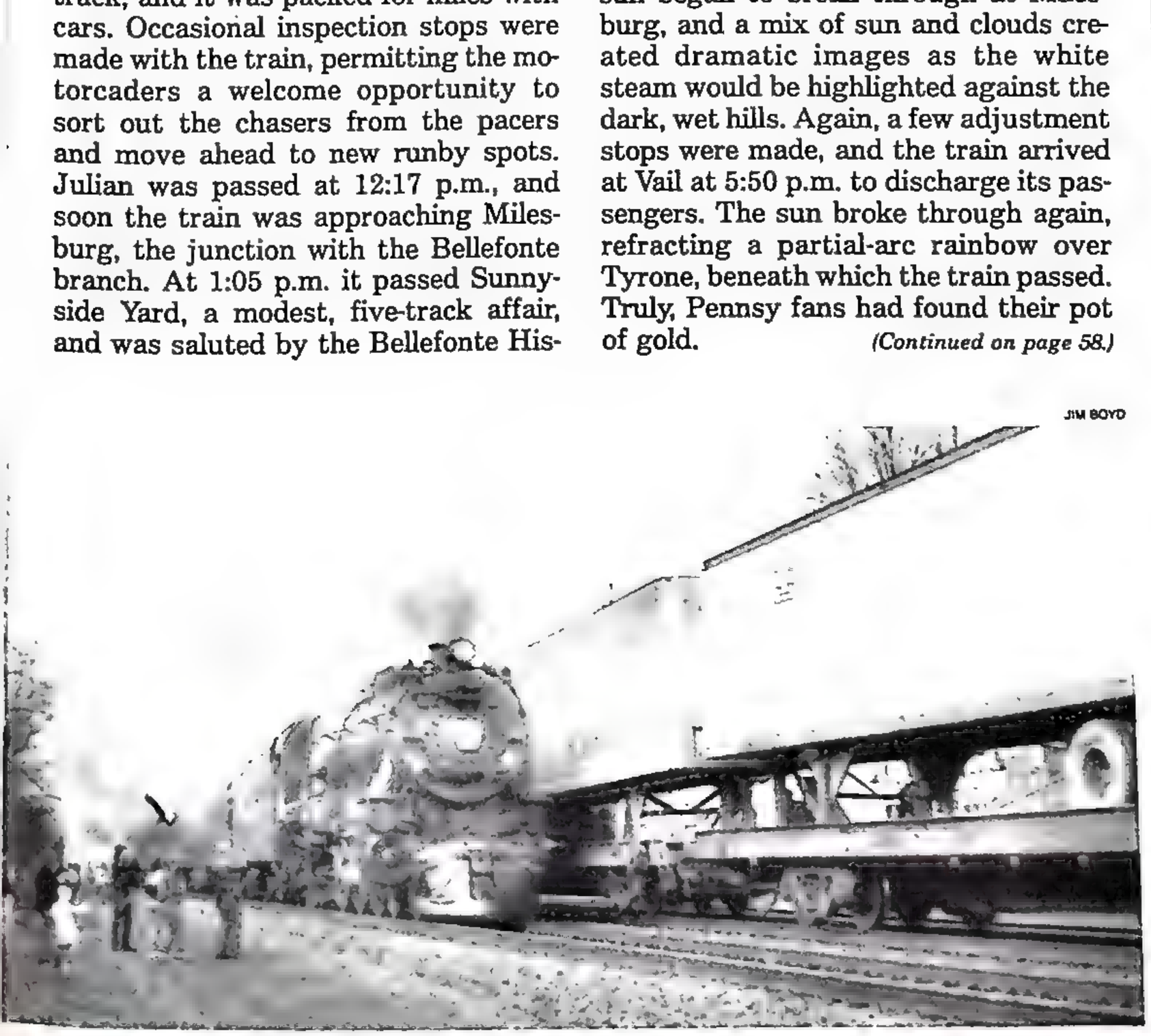
CF7 diesel. Formerly home to PRR I1 2-10-0s and heavy coal trains, the trackage and roadbed on this line are good—some of it is laid with continuous welded rail, having been upgraded through state and local grants a few years ago when Conrail divested the route. Speed was held between 25 and 35 m.p.h. Route 220, the adjacent two-lane highway, closely parallels the track, and it was packed for miles with cars. Occasional inspection stops were made with the train, permitting the motorcaders a welcome opportunity to sort out the chasers from the pacers and move ahead to new runby spots. Julian was passed at 12:17 p.m., and soon the train was approaching Milesburg, the junction with the Bellefonte branch. At 1:05 p.m. it passed Sunnyside Yard, a modest, five-track affair, and was saluted by the Bellefonte Historical Railroad Society's RDC car 9167, which periodically provides excursion service over this route and others operated by N&BE in Centre County. Reaching the town's High Street crossing and passing the red-brick passenger station now used by BHRS, the train halted and laid over for about an hour in the handsome and historic town—in the rain. An Associated Press reporter interviewed McCormack (who estimated 150,000 trackside viewers had seen the train) and Geist for a story that would be distributed to nationwide media that evening.

The return trip

Reversing direction, the train was shoved out to the wye, where the K4 was uncoupled and turned. Because of the tightness of curvature on the wye (about 18 degrees) this was the only part of the run that troubled Laepple. The wye track had been used by PRR K2 4-6-2 and L1 2-8-2 types, but both classes had flangeless center drivers, which the 1361 does not have. In fact, one PRR employees' timetable specifically prohibited K4's from this wye. But the rails had been greased and were kept wet by rain; the K4 stayed on the track. Water was pumped into the tender, and soon the engine was coupled to the open platform of Conrail 10.

The route was retraced back out to Milesburg through more rain and mist. Climatic conditions and the natural reverberation chamber formed by the valley topography kept the whistle artistry dancing in everyone's ears. The sun began to break through at Milesburg, and a mix of sun and clouds created dramatic images as the white steam would be highlighted against the dark, wet hills. Again, a few adjustment stops were made, and the train arrived at Vail at 5:50 p.m. to discharge its passengers. The sun broke through again, refracting a partial-arc rainbow over Tyrone, beneath which the train passed. Truly, Pennsy fans had found their pot of gold. *(Continued on page 58.)*

JIM BOYD



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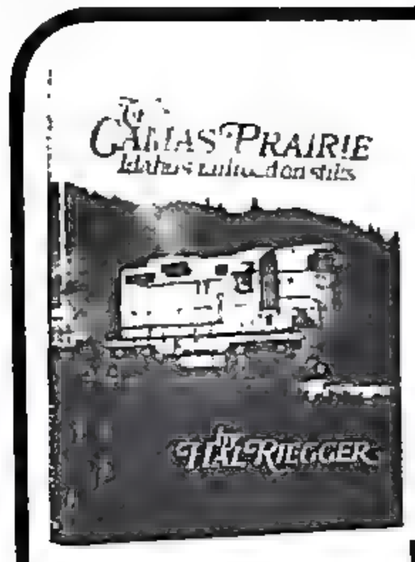

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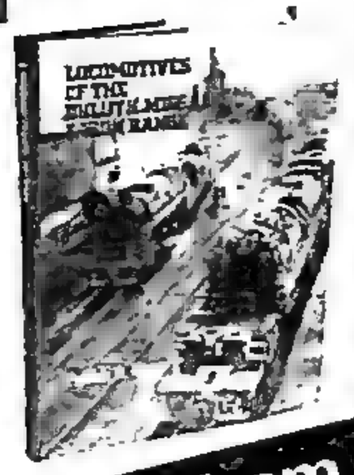

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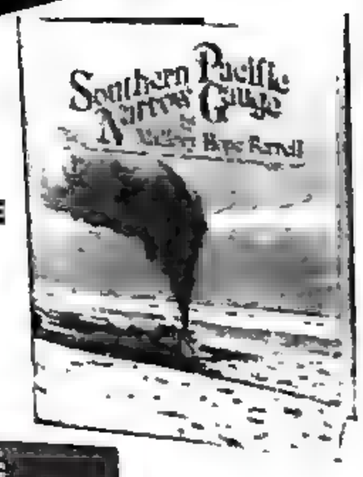

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KODACHROME M.KE DEL VECCHIO

After passing Tipton, the K4's steam pressure fell to 75 p.s.i., the result of hand-firing a high-volatile coal that would have burned more completely under the pulverizing effect of the stoker screw. But McCormack charged the fire and prescribed a wider throttle. Pressure returned, and he accelerated the engine to 40 m.p.h., achieving the desired increase in draft and improving combustion. For most of the trip, the boiler ran at about 150 p.s.i. The train tied up in Altoona about 7:30, and the 1361 was moved to a public parking lot so that town residents who had waited so long to see it could do so from close range, unhindered by chain-link fence.

McCormack's evaluation: "It was a success. Like the day, we had some rain and some sunshine, but the boiler's amazingly tight. It steams well, and the boiler is of ample capacity to supply the cylinders." The boiler is so tight, he noted, that when the locomotive sits overnight without attention, it loses only about 30 pounds of pressure. Also, a four-car train hardly caused the engine to work, and there was barely any exhaust barking on the entire trip.

On the subject of riding quality: "She's a good rider. I was surprised at how well it rode—it's smoother than the (44)49; it rides a little lighter." Project Director Price: "I'm happy it's running . . . it's a great thrill."

Epilogue

Conrail management, both in Altoona and Philadelphia, is reported to be pleased with the results of the restoration and test run. Now that Conrail is a private company, it may have a freer hand to engage in public-relations activities such as company-sponsored steam trips, and this is a distict possibility. In the near term, however, the Railroaders' Memorial Museum holds insurance (purchased by Conrail) that will allow it over the coming year to operate a limited number of trips like the Bellefonte test run (moving without passengers until it is off Conrail property). Conrail, N&BE and the museum board all appear to be looking toward repeats of that trip. The issue of satisfying Conrail's $25 million liability-coverage requirement remains unresolved, although there is some indication that the "insurance crisis" cycle may be swinging back toward affordability for railfan excursions. The museum board is investigating leasing cars (Horseshoe Curve Chapter owns only three cars, and none is restroom equipped) and is developing a long-term business plan for operating or leasing the 1361.

Mechanically, some adjustments still must be made. The troublesome fittings have been repaired (the blowdown valve and the stoker, for example) and new rod brasses are needed. But mostly, it's fine tuning.

Four days after the test run, the *Altoona Mirror* editorialized on the project, calling it "an historic event" and singling out Conrail for special recognition. "There's probably no thank-you card big enough to send to Conrail and its employees for the help provided in restoring the Railroaders Memorial Museum's K4 1361 steam locomotive," the paper wrote. "For many years, residents have given their lives to the railroad. Generation after generation has worked for the company . . . and many remember when K4 steam locomotives were a common sight. It's nice to see Conrail be so benevolent because its generosity helped return something to the community that bridged the generations. Having the only operating K4 steam locomotive is something our community can be proud of."

KODACHROME 200 MIKE DEL VECCHIO

SUNDAY, April 12, 1987, found K4 1361 on its first main line outing, going up the Nittany & Bald Eagle to Bellefonte. In spite of a "sailor's delight" sunset Saturday evening (bottom right), it was pouring rain on the northbound run Sunday, but the K4 presented a grand image (above) from paralleling Highway 220, rolling its smoke into the thick atmosphere (left). The handsome old buildings in Bellefonte (below) provided some interesting settings for the train. The sun broke through on the southbound run, highlighting the smoke against the hills.

KODACHROME 200 JIM BOYD

KODACHROME MIKE DEL VECCHIO

KODACHROME 200 JIM BOYD

Chatsworth, Illinois
Train Wreck Commemoration

Two Days of Events
on
Aug. 8-9, 1987

A remembrance of the Toledo Peoria, and Western Tragedy of Aug. 10, 1887

The commemoration will include railroad flea markets and the annual meeting of the T.P. & W. Historical Society. Flea market space is available—Please contact the address below. Souvenirs of the commemoration are available by mail, with prices including postage for the following items:

- The Train That Never Arrived $10.00 (A book on the accident, its background and aftermath)
- The Chatsworth Wreck ..... $7.50 (A rare, out of print 1949 volume on the wreck and its social significance)
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- Front-page reprints of local newspaper coverage of the 1887 tragedy ... $3.00
- 18-month calendars with photos from the wreck site $10.00
- Commemorative coins in bronze alloy $4.00
- Coffee mugs with wreck imprinted $7.50
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We're going monthly!

After more than a year of groundwork, we will be shifting R&R to a monthly schedule beginning with the October 1987 issue (that's the first "new" issue that was not on the bi-monthly schedule). Existing subscriptions will be fulfilled with the number of *issues* due rather than the number of "years." The basic production schedule of the magazine will remain essentially the same, except that we will publish every month.

To gear up for the new schedule, we have hired Mike Del Vecchio as associate editor, and he is now working full time in the R&R office. You can get a quick background on him in WE'D LIKE YOU TO MEET ... in this issue. Mike is a railfan from Dover, N.J., who we have known for a couple of years through the Tri-State Chapter NRHS, where he has a reputation for getting things done. This office will surely put him to the test. He seems to be getting used to things pretty well, though, and he can still grin at 1:30 in the morning after a long evening at the new computer (of course, dragging him out to Altoona and making him spend a weekend photographing the K4 probably helped his outlook a bit).

The additional color that you see in this issue (that had previously been seasonal) will become a permanent feature of every issue, and it will surely enhance the appeal of our feature and news material. We will be returning PHOTO LINE on a regular basis (still mostly black & white, however) and will have the opportunity to cover some of the less "time-critical" historical topics that we just never seemed to have room for on the bi-monthly schedule as we tried to keep up with the contemporary main line, short line, excursion steam and diesel restoration happenings. We will continue to stay on top of those subjects, but we should have the opportunity to dig into some more of the good older steam and early diesel material, as well. For all practical purposes, however, the basic thrust of the magazine will be unchanged. You will just get twice as much of it.

We will, of course, be using more feature and news material. While we still need lots of black & white for the news coverage, we now have that additional color available to better use all those great slides that keep coming in. For feature articles, we are always seeking stories about main line operations, short lines and motive power. We are particularly in need of contributions from the Midwest and Deep South. Being located in the Northeast, we have access to a lot of the work of the local railfans and authors, and with Contributing Editor David Lustig in Los Angeles, we have managed to keep our hands on the pulse of the West Coast reasonably well. But we have been receiving surprisingly little material from Mid-America (and with your editor being from Illinois, that is definitely not Northeastern prejudice!).

All of which brings us to the next topic:

The Black Hole of Newton

With Editor Boyd running essentially a one-man office for the past decade or so, the R&R filing system is a mess, and we have acquired quite a well-deserved reputation for being slow (that is the kindest word for it) in returning material. Hopefully, that will now be history. Mike's primary task will be to organize the office for efficient handling of material in and out. It will probably take until the end of this year to clear out the backlog of old material and get it returned, but we are making a real effort at it.

We will be concentrating first on returning slides and will then be evaluating and holding or returning all feature material. Either way, the authors will be notified. Black & white photos contributed for news or PHOTO LINE, however, cannot be acknowledged, simply due to the huge volume and the fact that in most cases the photographer still has his negatives.

What this all means is that if you've stopped contributing to R&R because of a difficult experience in the past, give us another shot at it. We are rapidly cleaning up our act in the area of contributed material. We pay competitive rates for the things we publish, and you will usually receive a check before you see the magazine.

We are all working very hard to make R&R the best ever, so join us.

Kodachrome 200 at night

I just tried my first night photo with Kodachrome 200 and got quite a shock. The K200 reacts very differently from K64 in its rendering of available light. Though we cannot print a comparison here, my photo of the NYO&W 116 came out dramatically different from Mike Del Vecchio's (shown on the rear cover of this issue in our "going monthly" ad), which was shot simultaneously with K64.

While Mike's K64 rendered the city lights reflected off the low clouds as green, my K200 rendered it a rusty red (more the way it appeared to the eye, incidentally). Unfortunately, that red so influenced all the other colors that everything looked red, and the foreground vegetation and background trees lost most of their green color, even where properly lighted with the flash. The overall effect was not at all pleasing.

Mike shot his K64 to my "f5.6" lighting standard, while I set my K200 at f11. The effect of the flash illumination was nearly identical and the exposure on the engine was perfect for both films. But while the K64 was relatively clean, the K200 was noticeably red, even in the properly exposed portions of the engine. The scene was lighted with the big Sylvania No.2 clear flashbulbs with an open time of about a minute. I have gotten consistently good results on other subjects with this combination of time and f-stop with K64.

Having just returned from the N&W 1218's inaugural trips out of Roanoke, I found the K200 more than paid for itself on that heavily overcast and rainy Saturday, April 25, and produced very good results on the 100% sunny Sunday—but I had no opportunity for night shots on the trip. I will continue to stick with K200 for daytime

work, especially on grubby days, but I'll keep the K64 on hand for night shots. We'll try to shoot some comparison night shots and run them at the first opportunity.

Attention, Reading fans

Gary Bensman of Diversified Rail Services is presently assisting Ross Rowland and his associates in the overhaul of Reading 4-8-4 2100 at the former-Western Maryland shop in Hagerstown, Maryland. When the 2100 was last in service on the Reading Rambles back in the early 1960s, someone acquired the annual report cab card out of the locomotive. This card shows on Question No.3 the date of last removal of flues. If Gary can determine this date, it could save considerable time and work in restoring the engine and filing for a current annual cab card.

Gary stresses that he does not need to take possession of the card but simply needs the information it contains (a photocopy, for instance, would be quite sufficient). If any of you know where that cab card from Reading 2100 could be located, contact Gary at Diversified Rail Services, P.O. Box 15164, Ft. Wayne, IN 46885.

The USRA K4?

Dan Cupper, who wrote the report in this issue of the restoration of Altoona's K4 1361, came up with an interesting observaion about the Pennsy, Conrail, government control and the 1361. When the 1361 was being completed by Juniata Shop in Altoona in May 1918, the mighty Pennsylvania Railroad had just been siezed on December 28, 1917, along with most other railroads in the U.S., by the federal government under the World War I emergency United States Railway Administration (later of "USRA" locomotive standards fame).

The Pennsy came out from under government control as a result of the Transportation Act of 1920 on March 1, 1920. The 1361 then operated the rest of its career and was placed on display on Horseshoe Curve in June 1957 by a private and independent PRR. From lineside on the curve, the 1361 watched the PRR become the Penn Central and saw the government take over again as Conrail resolved the PC's bankruptcy problems on April 1, 1976. The 1361 came off the Curve and was moved to Juniata for restoration under the auspices of the same federal government that had been in charge when it was built.

But just before the 1361 moved under its own power for the first time in over 30 years, Conrail stock began trading on the New York Stock Exchange in late March 1987, and the K4 was steaming for a private company again. So here we have a locomotive that was born twice under government control but will hopefully run many years for a private and prosperous railroad.

Giff Moore: Stored Serviceable

With the feature in this issue on the L&HR heritage of the new Susquehanna, it is quite appropriate that we should acknowledge the retirement of the man who was the last president of the L&HR: W. Gifford Moore. A fine professional railroader, "Giff" Moore was also a railfan, and a man who would truly appreciate the sight of a big orange GP40 bearing his name on the side of its cab (see page 66). He was featured in the very first issue of RAILFAN (Winter 1974) as part of an article on the L&HR, and it is with a great deal of pleasure that we have David Monte Verde

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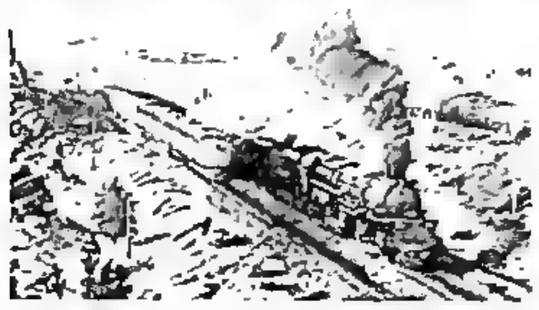

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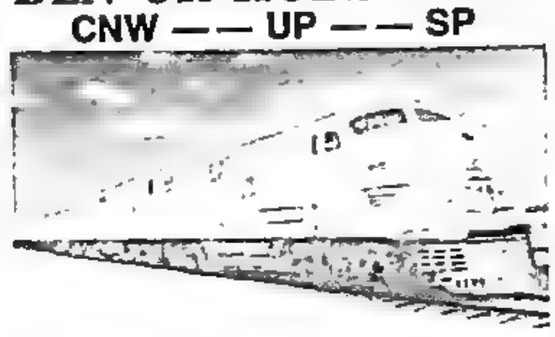

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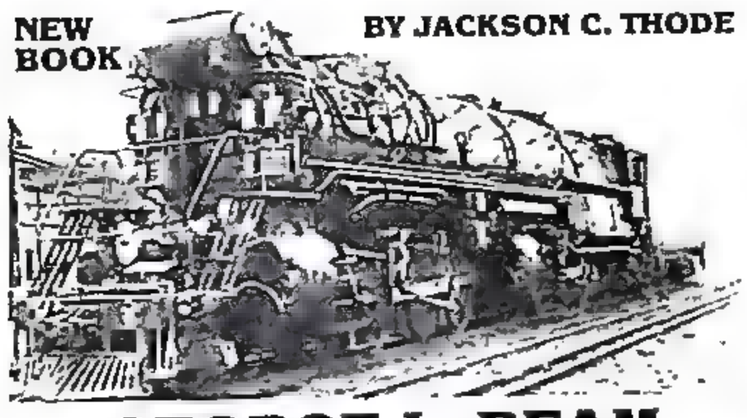

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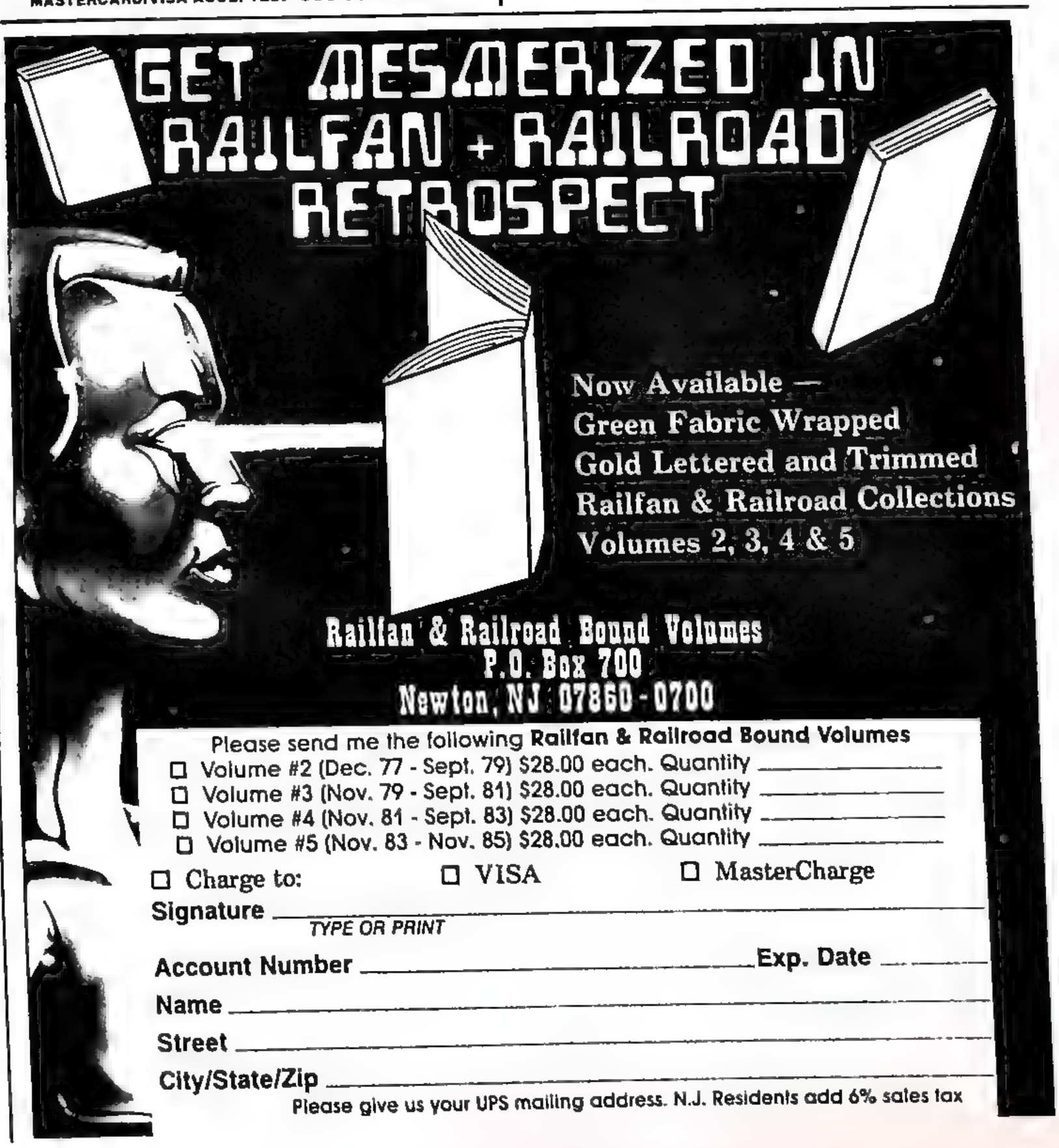

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SEPTEMBER ISSUE ON SALE JULY 28.

summarize his career:

Mr. W. Gifford Moore, storied last president of the Lehigh & Hudson River, pulled the pin and retired on September 5, 1986, following a 44 year career in railroading which brought him through the proverbial "sweeper to president" myth. He retired from Genesee & Wyoming Industries as president of its new Rochester & Southern.

Starting off as a student operator and freight house trucker with the B&O in Akron, Ohio, in 1942 at the age of 16 while still in high school, Gifford worked his way up through the ranks of the B&O operating departments. Following a two-year stint in the Navy during World War II, he came back to the B&O as an agent-operator on the Akron Division, and shortly thereafter, in 1948, he made Irene J. Murray of Greenwich, Ohio, a railroader's wife.

After five years as a train dispatcher and third trick chief, he entered the B&O's first Employee Management Trainee Program. At the conclusion of his training he returned to Ohio, serving in various management positions and winding up as general yardmaster in Painesville in 1954. Since 1946 he had also been working on his BS degree at Kent State and the University of Akron, attending day and evening classes as the jobs allowed. It took a stong constitution to combine the long, unusual hours of railroading with undergraduate study, but he receiving his degree in June 1953.

In 1955 the B&O assigned him to Baltimore to start working in their newly-formed Methods Research & Procedures Department. In this capacity, Gifford lead a team on the development and installation of the B&O's system train and car movement reporting network, one of the very first in the industry.

While still living in Akron, he traveled extensively on the B&O/C&O systems supervising the installation of the computer-based car tracking system. In his travels he had his first contacts with the old BR&P, as he participated in the installation of the car tracking system at Rochester and East Salamanca, the two present terminals of the R&S.

The B&O had bigger things in mind for the promising young manager, and in 1960 he was moved to Baltimore to serve as the chief supervisor of the Bureau of Motive Power Operations, another new B&O concept which centralized for the first time the dispatching of motive power. In the ensuing six years he served in various supervisory capacities in the Baltimore corporate headquarters.

In May of 1966 Mr. Moore left the B&O after 24 years of service and assumed the duties of general superintendent of the Lehigh Valley Railroad in Bethleham, Pa. His stay with the LV was short, for in May 1967 he moved over to the Lehigh & Hudson River

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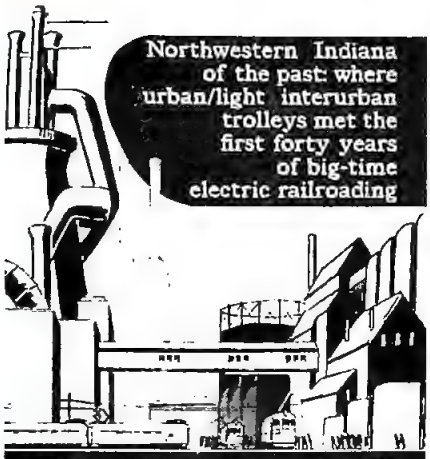

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Railway as its superintendent. The move to the L&HR office at Warwick, N.Y., was made because there was potential for further advancement. That potential became a reality when he was named president and general manager of this hustling little bridge line on November 1, 1968.

The good years of the L&HR had started to decline with the Erie Lackawanna merger of 1960. An important part of the L&HR's traffic was New England-bound tonnage off the DL&W at Port Morris; after the EL merger this traffic went directly via the Erie to the New Haven at Maybrook, avoiding the L&HR completely. However, up through the Penn Central merger of February 1, 1968, the L&HR was still in good shape as the majority of its business was true end-to-end bridge traffic coming from the PRR, LV, CNJ and Reading at the south end, going into New England via Maybrook and the New Haven's Poughkeepsie Bridge.

On November 1, 1968, Giff Moore inherited a tough ship to steer, with the earlier formation of PC and its subsequent forced takeover of the New Haven on January 1, 1969. As Mr. Moore describes it, this was "when the roof fell in and the L&HR's traffic began to disappear." Shortly after its creation, the PC began diverting as much traffic as possible off the L&HR to their all-PC West Shore/Selkirk/New England routing, while Mr. Moore fought to hold onto his slice of pie. It's not easy when your railroad connects the PC's Pennsy with the PC's New Haven, and when all of your other connections can interchange directly with the PC rather than having to route to the New Haven.

With the bankruptcy of the PC on June 21, 1970, the L&HR, its remaining friendly connections and their neighbor roads were all affected, with the several more filing for bankruptcy. The L&HR did not escape the spreading Northeast plague, as Mr. Moore presided while bankruptcy papers were filed on April 19, 1972.

May 8, 1974, became a memoriable day in Gifford's career. As he was returning from Philadelphia from ongoing discussions with PC for traffic stablization, a routine radio call to his chief dispatcher revealed that "except that the Poughkeepsie Bridge is burning, everything is fine" (see the article of the same title in Volume 1 Number 1, the Winter 1974 issue of RAILFAN). That day spelled disaster for the remaining L&HR through traffic base and precipitated the L&HR's inclusion into the USRA's dose of Conrail blue paint.

With the handwriting on the wall, Giff Moore resigned as president and general manager of the L&HR on August 15, 1974, and took a position with the transportation consulting firm of R.L. Banks & Associates as its chief of railroad planning. He also maintained, by court order, and independent part-time job as special consultant to the L&HR's court appointed trustee, John G. Troiano, functioning in that capacity until August 1986. His last official act was to see that all of the L&HR's historical records were safely placed in the custody of the Town of Warwick Historical Society and the Orange County Community College at Middletown, N.Y. An honorary member of the National Railway Historical Society, Mr. Moore realized the importance of preserving the railroad's corporate heritage.

At R.L. Banks & Associates, among other clients Giff Moore worked with Genesee & Wyoming Industries (GWI), who had contracted with Banks to assist them in establishing an alternate routing to the D&H's Conrail (DL&W) trackage rights operation into Greigsville, N.Y. (R&R March 1986). Desiring to get back into short line railroad operations, he accepted a position as senior vice president—operations for GWI in March 1979. Among several GWI expansion projects, he began planning the purchase and operation of the B&O's 4th Subdivision between Ashford and Rochester, N.Y., the former BR&P trackage which was to become the new Rochester & Southern.

Giff Moore became the R&S's first president in March 1986, when agreement for the sale was consummated. With Federal approval, actual operations began on July 21, 1986. Under Moore's guidance from GWI headquarters at Greenwich, Conn., General Manager Jack Conser has succeeded in re-

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versing the trends of the past 50 years of B&O neglect and put the line "back together." With Giff's pending retirement, Jack Conser was instrumental in having R&S GP40 105 named W. GIFFORD MOORE in his honor.

Since officially retiring in September 1986 with wife Irene to his new home in Raleigh, N.C., Giff has been back to help out with the start of the R&S's train dispatching system and to just visit the property. After 44 years of railroading, it would not be surprising to see him continue his interest—and perhaps some participation—in his career industry—DAVID J. MONTE VERDE.

Pennsy fans and headlights

Growing up in the flatlands of Illinois among IC Mikados and C&NW Pacifics, a Pennsylvania Railroad K4 was as alien a locomotive as I could imagine. It was completely unlike anything I had ever encountered (though it was almost as ugly as a Burlington O1a 2-8-2, to my way of thinking).

Thus, the K4 became an acquired taste. And I *did* acquire a taste for Pennsy steam thanks to Don Wood's night photos of Long Branch engines at South Amboy and an early exposure to the HO scale pot-metal monstrosities from Penn Line that populated Don Goshert's model railroad. Before long, I rostered an L1, K4 and H10—along with the necessary Cal-Scale detailing kits to convert them all to the "modern" front end with chin platform and top-mounted headlight. My Pennsy mentors thought I was exhibiting typically-Midwestern poor taste.

The modern Pennsy image remains my fa-

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L&NE at Maybrook Yard, 1957. Jim Shaughnessy.

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A
Adventures In Sound 8
Scott Arden 21
B
B. R. M. N. A 64
Don Ball, Jr 12
Berkshire Videography, Inc 11
Bledsoe Rail Slides 28
Blue Mountain & Reading RR Co. 22
Book Depot 56,57
Bytown Railway Society, Inc. 22
C
Camp Five 12
Carstens Publications, Inc. 28,54
Central Elec R'fans' Assoc. 64
Challenger Tours 8
Charly's Slides 64
Chatsworth Wreck Commemoration 60
Christian Bell Porcelain Ltd. 27
Colorado Railroad Museum 10
Richard J. Cook 6
Crestline Studios 17
Crusader Printing 10
CTC Board Magazine 12
D
Daniel J Lanz 24
Delaware & Ulster Rail Ride 7
The Depot Attic 12
Depot Of Sullivan 24
E
E.L. Hise Company 23
East End Productions 25
Edaville Railroad 21
Empire State Railway Museum 17
F
Fallen Flags 7
Feather River Rail Society 14
G
G. S. C./Sound Art, Inc 22
Tom Gildersleeve 15
Green Frog Productions 9
H
H. R. Products 14
Herron Rail Services 16
The Historic Providence Mint 15
Hopewell Productions 14
I
Identity Check Company 18
Illinois Railway Museum 25
The Ink Spot 28
J
JMC International 7
K
Ed Kostecki 23
M. F. Kotowski RR Art 9
L
Carleton F. Loucks 26
M
M. A. Herrington 29
Mark I Video 6
McMillan Publications 18
Metaphor, Inc. 18
Mid-Michigan Hobby Supply 20
Mile Post 1 22
Milmed 7
N
N. H. Book Auctions 22
Nat. Asso. Of RR Coll. 28
Nevada Northern Railway Museum 23
R. W. Nimke 9
O
Old Line Graphics 24
Overseas Railroad Trips 16
P
Pacific Fast Mail 55
Pacific Railway Preservation 7
Pacing Images 22
Pentrex 21,25
Pricate Varnish 21
Pro Custom Hobbies, Inc. 8
Prototype Modeler 23
R
Rail Heritage Pub 15
The Rail Image 64
Rail Innovations 16
Rail Photos Unlimited 25
Rail Plaque 14
Railfare Enter. Limited 17
Railpace Co., Inc. 6
Railroad Avenue Enterprises 29
Railroad Model Craftsman 53,61,65
Railroad Record Club 29
Railroad Supply Corp. 9
Rails 'n' Shafts 19
Railway & Locomotive Hist Soc 29
Railway Milepost Books 29
W. N. Rich 23
Richardy Productions 55
Ben Rohrbeck 7
S
Scanner World 5
Greg Scholl 20
The Sherborne Gallery 8
The Short Line 28
South Platte Press 23
Steamtown 16
Sundance Publication 61
Sunday River Productons 11
T
TGM Productions 61
The Radio Depot 14
Trackside 61
Trackside Detector 14
Trackside Video 15
Tripp Associates Ltd 13
Trolley Talk 22
U
Ute Pass Historical Soc 60
V
C.N. Vallette 17
Video Rails 24
W
P. C. Waite 21
Westrail Publications 8
Y
Paul Yorkis 11

KODACHROME DAVID J. MONTE VERDE

W. GIFFORD MOORE poses with his namesake Rochester & Southern GP40 at Brooks Avenue Yard in Rochester on October 10, 1986. Recently retired from Genesee & Wyoming Industries as president of the R&S, Giff Moore was also last president of the L&HR.

vorite, and after living within shouting distance of the Keystone State for over 15 years, I find my PRR experiences to be quite rewarding. From the 1223 to the 7002 to the *John Bull*—and the silent hulks from Northumberland to Wilmerding and Strasburg—I have sought out PRR steam to better understand and appreciate what the Standard Railroad of the World was all about. The K4 restoration has been the ultimate expression of that experience so far.

But is it only us outlanders who like the modern Pennsy image? Even Doyle McCormack of the Nickel Plate Faith would have put on the jutting headlight and gleefully taken a cutting torch to that chin platform. Project Director Roy Price seemed to be the only one on my side.

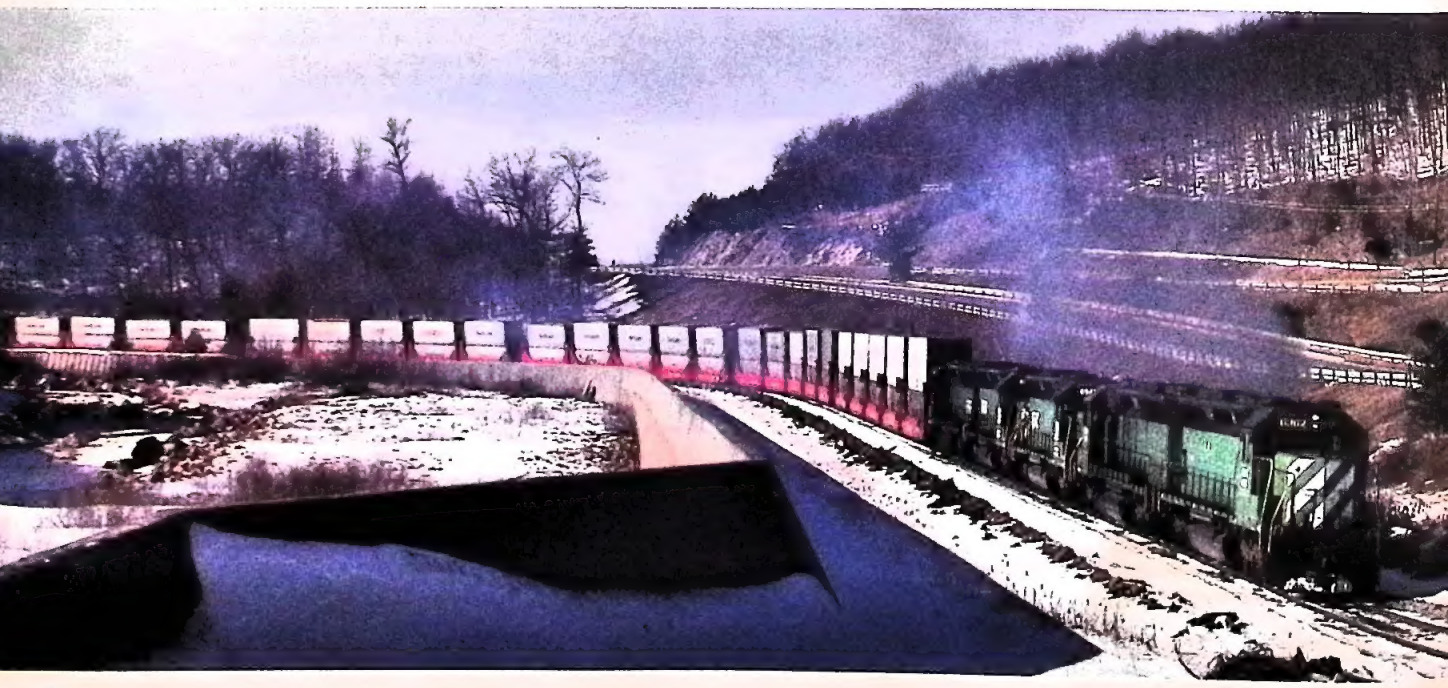
It was an emotional issue, and I was half expecting to see the Night Riders in their pointed Tuscan hoods and robes burning keystones on the lawns of the disbelievers. All I can say is that now that I've got my own "Don Wood night shot" on this month's cover and a whole bunch of slides of the 1361 in its "Long Branch look," you can change the headlight and pilot anytime you want. But thanks for doing the K4 "my way" first.

Jim

EKTACHROME JIM BOYD

ROUTE OF TODAY'S NYS&W stack trains, the Lehigh & Hudson River has been a colorful favorite with railfans over the years. In November 1972 a typical four-unit set of C420s (**left**) eased Shuttle One into Maybrook on the track used by the NYS&W today. A pair of RS3s teamed up with C420 21 (**top right**) on manifest OA-1 getting ready to depart Warwick at Pelton Road in June 1968. The L&HR used the NYS&W's Hanford branch to reach the Ogdensburg zinc mine from Franklin; C420 24 (**far middle right**) passed an NYS&W crossbuck near the mine in October 1974. A large fill had already been removed, isolating the mine spur from the NYS&W line up to Beaver Lake.

KODACHROME KEN KARLEWICZ



THREE L&HR EKTACHROMES: JIM BOYD

TWO NYS&W KODACHROMES: KEN KARLEWICZ

SUSQUEHANNA SD45S have taken over the old L&HR and NYS&W. A five-unit set had SLN-4 (left) eastbound around the reservoir just east of Newfoundland, N.J., along Route 23 on February 17, 1987, on the original NYS&W. Entering Warwick yard, SD45 6366 on NY-10 on February 21, 1987, duplicates the scene of L&HR Shuttle One in April 1973—time has changed things. That same NY-10 made a fine sight (right) at Baird's Lane just south of Warwick.

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